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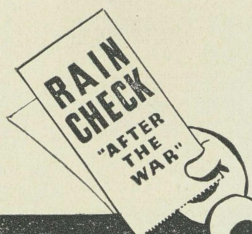
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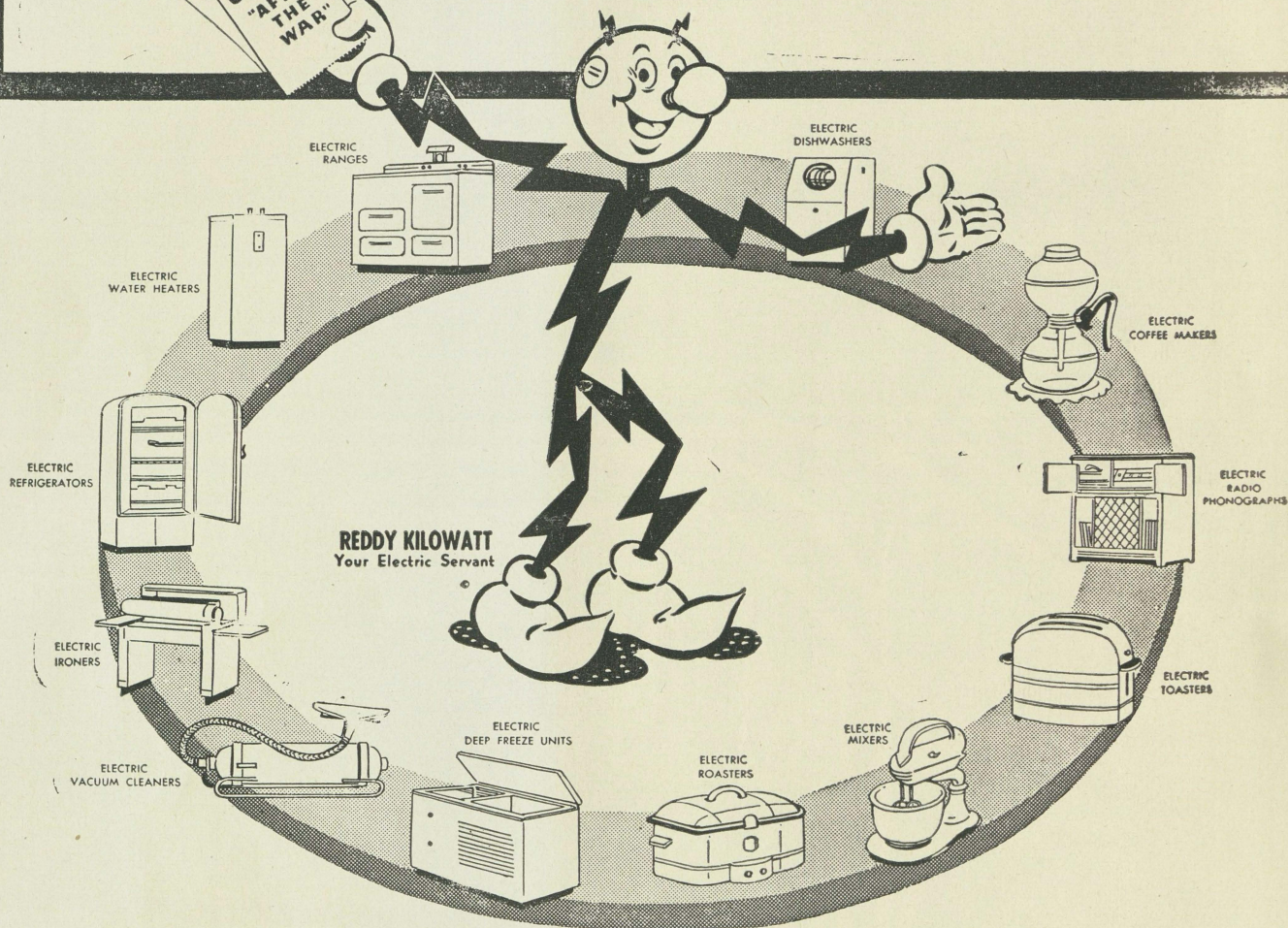
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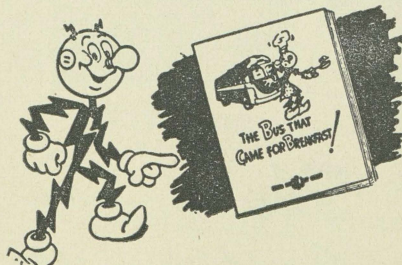
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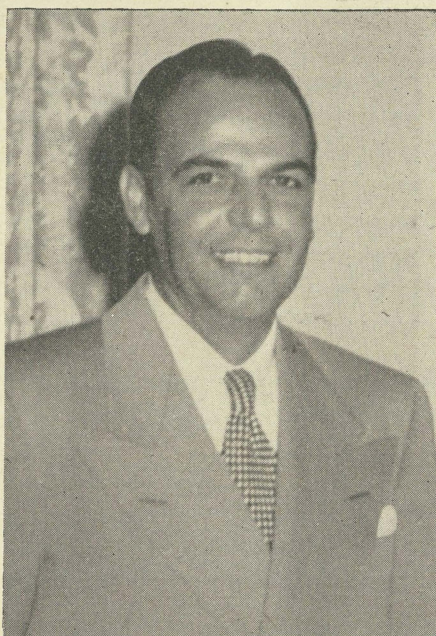
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ADVERTISERS' INDEX

Angebilt Hotel	28	Sherrill Oil Co.	29
Alaga Coach Lines	24	Sherman Concrete Co.	38
Alfar Creamery	26	Southern Dairies	26
Ansley Hotel	30	Solomon's Dairy	30
Armco Drainage & Metal Products	38	Speed Sprayer Co.	26
Atlantic & St. Andrews Bay Railway Co.	40	St. John's Box Co.	40
Bailey Motor Equipment	41	Southern Fruit Distributors, Inc.	42
A. R. Cogswell	29	Taylor Parts & Supply Co., Inc.	24
Caterpillar	In Back Cover	Templin's Inc.	39
Cleary Bros. Construction Co.	21	Tamiami Trail Tours, Inc.	26
J. W. Conner & Sons, Inc.	21	Tampa Armature Works	41
Consumers Lumber & Veneer	24	Valencia Gardens	25
Crystal Ice Company	25	Valdez Hotel	27
Cash & Carry Lumber Company	41	Waverly Growers	33
L. J. & W. L. Cobb Construction Co.	38	Wheeler Fertilizer	21
Crenshaw Brothers Produce Co.	30	Winter Garden Citrus Growers	36
Churchwell, J. H. Co.	25	Woodstock Slag	29
Citizens Oil Company	28	Louis Wohl & Son	25
Deaton Truck Line	36	Walling Crate Company	26
Drainage Machinery & Supply	37		
H. and W. B. Drew Co.	30		
John C. Dickerson Construction Co.	38		
Decker's Garage	33		
Di Giorgio Fruit Corporation	39		
Eppinger & Russell	24		
Franklin Arms	42		
Fosgate Growers Cooperative	4		
Florida Citrus Cannery Cooperative	6		
Florida Equipment Company	36		
Floridan Hotel	30		
Florida Motor Service, Inc.	42		
Fort Myers Builders Service	30		
Florida Portland Cement	6		
Florida Fruit Cannery	4		
Florida Tar & Creosote Corp.	29		
Florida Power & Light Co.	In Front Cover		
Floridagold Citrus Corporation	28		
Florida Crushed Stone	33		
Florida-Georgia Tractor Company	Back Cover		
A. O. Greynolds Co., Inc.	34		
Great Southern Citrus Ass'n	37		
Hendry Corporation	38		
M. O. Huck Paint Co.	40		
Heller Bros. Packing Co.	37		
Howard Hall	21		
Al Huppel	21		
Hava-Tampa	4		
T. K. Johnson	6		
Johnson's Fishing Camp	25		
Kloeppel Hotels, Inc.	28		
Lake County Citrus Sales	38		
Libby & Freeman	23		
Lakeland Highlands Cooperative Ass'n	28		
Lamar Hotel	25		
Lakeland Terrace Hotel	28		
Limerock Ass'n of Florida	22		
Lykes Brothers	26		
McLean Machinery Co.	8		
B. D. McIntosh	30		
Mills Rock Co., of Miami	21		
Modern Coach Corporation	6		
Markham Brothers	38		
Medlock Tractor Co.	42		
Miller Machine Co.	25		
Motor Supply & Equipment	21		
Mexican Petroleum	21		
Miami Parts & Springs	28		
Minneola Growers	39		
Monroeville Bus Line	34		
Newport Industries	29		
New Florida Hotel	32		
Orlando Fruit & Produce Co.	37		
Orlando Transit Co.	40		
Ogden Equipment Co.	25		
Orlando Citrus Growers Ass'n	36		
Oolite Rock	24		
Parker Lumber Co.	29		
Polk Backing Ass'n	4		
Plymouth Citrus Growers	34		
Patten Sales Co.	32		
Portland Cement Ass'n	23		
Putnam Products	3		
Pioneer Motor Sales Co.	41		
Quillian's Concrete	42		
Respass Engraving Co.	25		
Rands Complete Service	34		
Redwing Carriers, Inc.	37		
Sunrise Motor Co.	24		
Sheraton Plaza	29		
San Carlos Hotel	38		
Southeastern Natural Gas	24		

NEW RAILROAD COMMISSION MEMBER



RICHARD A. MACK

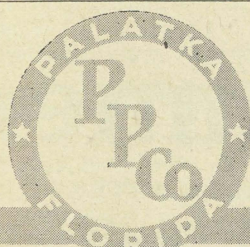
This was the first year since 1931 that a Florida governor has had the opportunity of appointing a member of the three-man commission charged with regulating public carriers, telephone and telegraph companies. When Chairman W. B. Douglass of the Florida Railroad and Public Utilities Commission died in August, Governor Caldwell named Richard A. Mack of Coral Gables for the vacancy, thus returning to southeast Florida its first representation on this commission since 1927.

Commissioner Mack joins another comparative newcomer to the utility commission, Wilbur C. King of Zolfo Springs, who took his seat there at the start of 1947. The two are teamed with the liberal member of the old commission, Jerry W. Carter of Tallahassee, in a combination that holds great promise for a new era of utility regulation in Florida.

It was said that Commissioner Mack was a political unknown when the governor tapped him. This is not strictly the case, as he was the choice of the Caldwell friends in the Dade-Broward area who had great respect for Mack as a business man, and as a veteran of the recent war. Thirty-eight years old, he was born in Miami, and was educated at the University of Florida. Following his discharge from the army, Mack became office manager for the Port Everglades Rock Company near Fort Lauderdale, and was busily readjusting himself to civilian life when the \$7,500 a year position of utilities commissioner was offered to him.

He accepted, with the announcement that he will run for re-election in the 1948 primaries. He also made immediately plans to move his family to Tallahassee as soon as he can get a house. He is married to the former Susan Stovall of Tampa, who attended Florida State College for Women at Tallahassee and has many friends in the capital city. Mack found, too, that a considerable number of men who had attended the University of Florida when he was there and remembered him, are in positions of importance at Tallahassee, and they have not been slow to take him into the community life.

Commissioner Mack plunged into the work of the rail and utilities board at a time when the telephone companies and bus lines are being given their first real investigation by the commission. It is a time of change and reform, and to the commission he has brought a new viewpoint and a new vigor.



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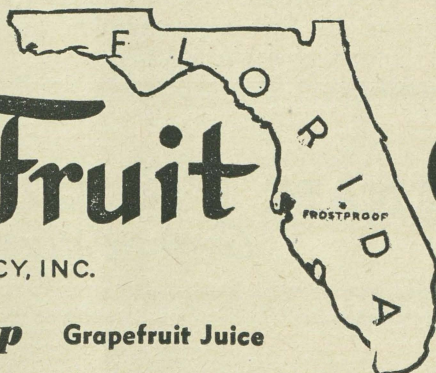
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FLORIDA HIGHWAYS

Official Publication of

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Association of County Commissioners—Florida Trucking Association, Inc.
Authorized medium of Motor Vehicle Division and other State departments.

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RALPH M. HARTSFIELD, Tallahassee Editor
J. E. ROBINSON, Winter Garden Publisher

CONTENTS

Advertiser's Index	Page 3
Editorial	" 7
The Chairman Says	" 8
Planning Jacksonville's Interstate System	" 9
State Road Department Safety Program Pushed	" 18
County Activities and Personalities	" 19
Minutes of State Road Department	" 20
Cooperative Spirit Between SRD and County Commissioners Never Greater	" 27
It Happened In Florida	" 31
Summary of Outdoor Advertising Law of Florida	" 32
Florida Celery	" 35
Report of Motor Vehicle Traffic Deaths	" 37
Following Through	" 39

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Entry Permit Authorized Tallahassee, Florida, April 24, 1946.

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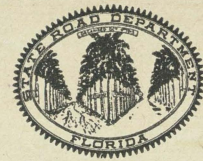
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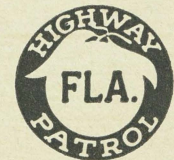
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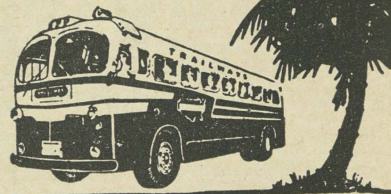
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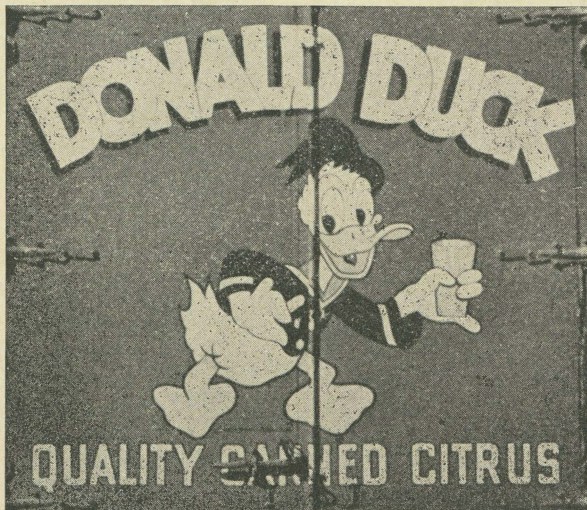
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EDITORIAL

HIGHWAY SAFETY

Florida's new motorist responsibility law became effective October first, bringing promise of some relief from the results, if not a reduction, of highway accidents.

This law provides that any motorist whose negligence causes bodily injury or property damage of \$50 must thereafter provide protection up to \$10,000 for the former and \$1,000 for the latter before being permitted to operate a motor vehicle.

Thus, the express purpose of the new act is to make sure that those motorists with a record of negligence will be financially able to pay for damage caused by them in the future.

Those responsible for its administration under Treasurer Larson hold hopes that the act will result in safer highways. This hope stems from a provision in the act which, at first consideration, might seem to be the law's greatest weakness,—that which permits the first accident "free." The officials feel the threat hanging over the motorist of having to incur the expense of a liability policy or bond, and possibly of being rated up as a bad risk, will make such motorist exercise greater care. Whether or not these hopes are valid there is a general belief that the law is a signal step forward for Florida..

Never before this year has so much attention been devoted to the problem of reducing highway accidents. Headed by the President's National and Governor Caldwell's State Safety Conference, supported by all existing safety agencies and groups, and spread by an unprecedented publicizing through the press and radio, the program has been carried to every motorist.

Every means of informing, educating, and persuading have been used in an effort to bring the motorist to a realization of his responsibility. By reasoned logic, by citing the cold reality of statistical losses, by dramatization of individual highway tragedies and by displaying horror pictures of fatal smash-ups has the attempt been made to get the message through. And yet the tragic toll of highway accidents keeps on and on.

To paraphrase Mark Twain, it sometimes seems as if highway accidents are something everybody talks about but nobody does anything about.

The situation is not that bad, of course. The highway safety program is bearing fruit. Though highway accidents have increased they are not keeping pace with the increase in vehicle miles traveled. In Florida, for example, in spite of individual heart-rending tragedies such as the one occurring near Tallahassee on the Fourth where 8 persons were killed, the highway accident rate for the first eight months in 1947 has dropped to 9.0 from 11.9 for the same period last year.

It is said the highway safety program can be symbolized by the three E's of Engineering, Education and Enforcement. The safety program is making headway along all these lines.

Engineers are not only building as much safety as they can into the modern automobile by protective bodies, low centers of balance and efficient brakes, and into highways by proper alignment, surfacing and elimination of conflicting traffic streams wherever possible, but also in the

proper signing and marking of the thoroughfares.

Education takes the form generally of teaching motorists traffic regulations, accident costs in terms of lives, suffering and dollars, and explaining relation between reaction time and speed. However, a program of training motorists in our high schools has been initiated which gives promise of safer drivers in the future. Education might well include the training of enforcement officers in investigation of and fixing responsibility for highway wrecks.

Enforcement is not altogether a matter of arresting everyone who violates a traffic regulation. It includes also the procedure of reporting and analyzing accidents so that remedial measures can follow as we learn from past experience. In spite of the Florida law requiring a report on accidents which result in injury or \$50 property damage, only 16% of such accidents are reported. It is hard to understand why this is true since in most accidents at least one driver feels himself to be a victim of the other driver's negligence.

A practice followed by some city enforcement officers may account for a part of the failure to report accidents. Where the parties involved in a two vehicle collision do not agree on the blame and settlement of damages, both are arrested on a charge of reckless driving and the fixing of blame is left to the court. Rather than submit to the indignity of arrest and public trial, many innocent disaster victims take their loss and keep quiet about the accident.

Most of the blame for not reporting highway accidents, however, can be charged to ignorance or indifference on the part of the individual motorist and to lack of personnel to perform the task in local enforcement offices.

The Accident Records Bureau of the Department of Public Safety expects the new law to result in an increase in percentage of accidents reported.

In the early days of motor vehicle expansion the Florida Supreme Court went further than most courts in recognizing the inherent danger of the automobile. They held it to be a "dangerous instrumentality per se." This placed the automobile in the same category as a pistol or other firearm, the owner of which is not only required to exercise the greatest diligence in its use but is also charged with the responsibility of seeing that the instrument is kept out of the hands of irresponsible persons.

The full import of this doctrine has been somewhat qualified by later decisions and toned down by statutes, but fundamentally our court still considers an automobile a dangerous instrument which should be used with the highest degree of care. This fact should be remembered by every motorist.

Governor Caldwell in addressing the National Conference of State Governors laid much of the blame for the continued dreadful toll of highway accidents on the individual motorist. In a radio talk September 22, he stressed education as possibly the most important factor in reducing highway accidents and endorsed the idea of high school training as an excellent approach in this field.

Supreme Court Justice Glen Terrell in a recent decision

(Continued on Page 37)

The Chairman Says.....

The Chairman, accompanied by some of his technical staff, spent last week attending the Annual Conference of the American Association of State Highway Officials in New York. These meetings give the highway administrators a chance to air their problems, sympathize with each other and, occasionally, do a little boasting about their own states.

Arriving in New York for the meeting on Sunday, September 21, the Chairman and State Highway Engineer E. C. DeGarmo received alarming reports about storm damage around the lake area which compelled them to fly back for an investigation there, returning to the meeting on Monday.

In addition to participating in general discussions, Chairman Bayless as Vice President of the Association, presided over the Tuesday 9:30 General Session, delivered a paper on "The Highway Commission and its Sphere of Operations" before the Committee of Administrative Practices at the Wednesday morning session, and accepted on behalf of the State a plaque presented by the National Council of State Garden Clubs for the State's action in designating U. S. Highway No. 1 as a Blue Star Memorial Highway to commemorate the services of our men and women in World War II.

Fresh from participating in discussion of highway matters with administrators of the other 47 states, and the Public Roads Administration, the Chairman makes some timely observations.

This AASHO meeting confirmed my conviction that one of the greatest needs of the State Road Department is improved public relations. I do not mean a campaign by a highpowered publicity agent to popularize the department or any of its officials, but, rather, a policy of keeping all citizens, whose agents we are, informed of our problems, and of the plans for their solution. This means taking the public into our confidence in all stages of our operation.

If, for example, traffic surveys and other technical studies indicate the need of a new road from point A to

point B, this fact should be made known so that the local authorities, local citizens, and civic groups can have an opportunity of assisting us in all future steps of its development. Their advice and consultation can be of assistance first in determining the best route location. Of still greater benefit would be public support in the acquisition of right of ways. With local public sentiment in favor of a project, individuals would be much less inclined to stand in the way of its realization or to capitalize on the public need. If these and many other respects can the public, if kept well informed, help the Road Department supply a maximum of highway facilities at a minimum cost.

Since the expanding use of automobiles resulted in creation of a state agency to supply a system of coordinated state roads, there has been an increasing shift of highway responsibility from local to state and federal levels of government. Certain advantages accrue from centralized control. These advantages can be more than offset, however, if the administration of operations is too far removed from the people. It is in this belief that the Florida Road Department follows a policy of consulting and cooperating with local authorities, or expending surplus funds according to their recommendations, and of holding public hearings on the budget.

It is my belief that by following this policy of local consultation and cooperative planning, the benefits of centralized control can be enjoyed while still permitting the local voice to have its wholesome influence in our highway development.

The State Maintained System fell victim to the elements and must be included in the casualty list charged to the mid-September hurricane and subsequent inclemencies.

The greatest damage was suffered on Road A1A at Delray Beach, Baker's Haulover and between Lantana and Palm Beach, where long sections of fill and surfacing washed away. Dam-

age on these sections is estimated at \$500,000.

High water during and after the storm caused road closures between Twenty Mile Bend and Canal Point, Stuart to Indiantown, Lakeport to Okeechobee, Fort Myers to LaBelle, Olga to Arcadia, Sarasota to Okeechobee via Arcadia, Melbourne to Holopaw, Parrish to Wauchula, Zolfo Springs to Avon Park, and Sarasota to Punta Gorda. The majority of these closures were of short duration and were open 24 to 48 hours after the storm, however, in the Lake Okeechobee region heavy rains during and subsequent to the storm caused a prolongation of high water conditions which has delayed opening of several sections in the Okeechobee area.

In West Florida, damage was suffered by washouts on Road 30 near Lanark, Apalachicola, and a point 2 miles west of Port St. Joe. Repairs to these areas were made speedily and traffic encountered only short delays.

Due to high water conditions which have prevailed since the storm, it is difficult to estimate the damage to some sections of highway that have remained inundated for a week or more. It is highly probable that some of these sections will have to be reconstructed entirely. For this reason we have made a preliminary estimate of \$750,000 for repairs in addition to repairing damage on Road A1A, which brings the total estimated damage to \$1,250,000.

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Planning Jacksonville's \$34,000,000 Interstate System

By

W. M. PARKER, Division Engineer

Division of Research & Records, State Road Department

(From a paper prepared for delivery before the Fall Meeting of the American Society of Civil Engineers in Jacksonville.)

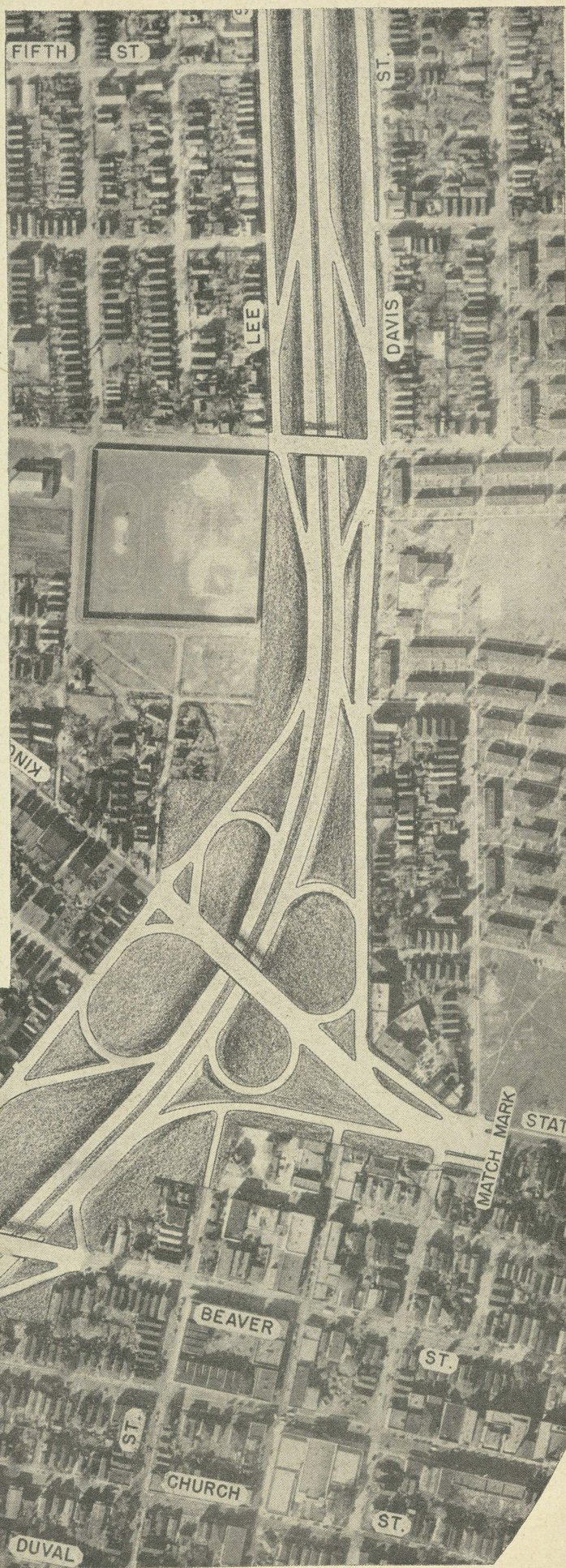
Plans for constructing in Jacksonville of the first city-wide system of highways on the Interstate Route are in their final stages.

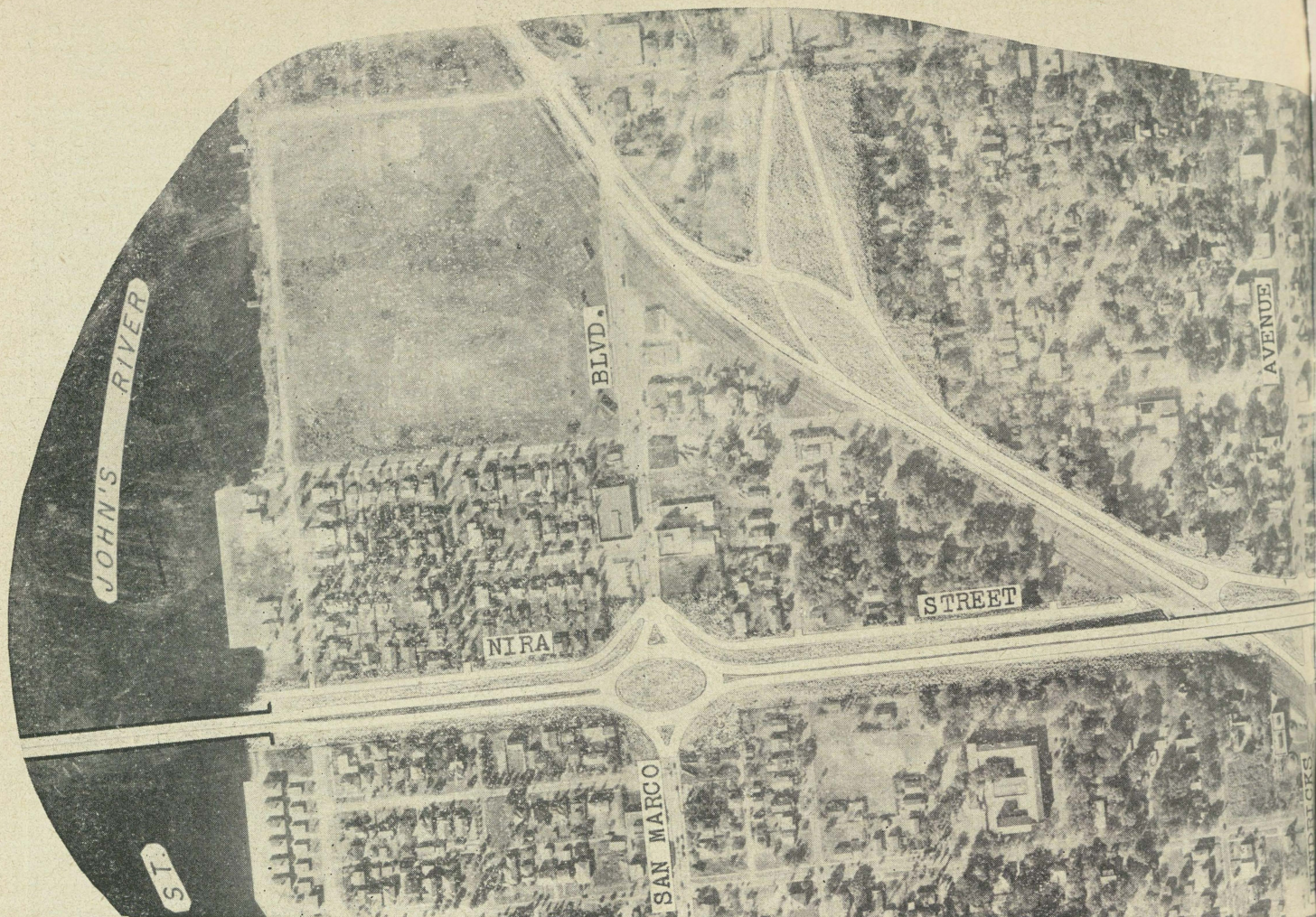
Estimated cost of the entire development is \$34,500,000 and will include 18 miles of limited access roadway, two new bridges over St. Johns River and one over Trout River and 14 miles of arterial connections. The first development stage will cost \$25,000,000 and preliminary work is underway looking toward raising these funds by sale of revenue bonds to be retired from tolls at the three new bridges.

It is designed as a means of eliminating traffic congestion in Jacksonville, of providing safer, quicker and more economic highway travel to, in, and through the city. Incorporating as it does a new bridge connection to Arlington just across the river east of the city the plan will also provide, as a long desired local improvement, a new residence area in convenient proximity to the downtown business district.

Developments of such magnitude are not lightly undertaken. Because of the tremendous sums in-

Proposed Interstate design for section north of Terminal tracks. Cover picture shows section south of tracks where the north-south route joins the east-west route.





volved and, more importantly, because of the influence for good or evil the highway transportation system will have on the development pattern of a city, months of careful study, investigation surveys and planning were necessary. The basic study required was a metropolitan area traffic survey designed to show where the motorists want to go.

The Jacksonville Survey was launched in February 1945, under a cooperating agreement with the Public Roads Administration and from a platform of well substantiated facts and conclusions, applicable generally to all medium sized cities as had been determined by previous traffic engineering. The survey took 18 months to complete up to the status of the presentation to the City of Jacksonville and the cost totalled \$67,000.

The all important traffic analyses which are the backbone of these urban surveys were supplemented by automatic machine and classification counts, studies of travel time, mass highway transportation movements, allied water, rail and air transporta-

tion facilities, and of land use and other economic factors having a bearing on the subject.

The mere counting and classifying of traffic on the streets furnishes only a partial answer to the question as to where traffic demands exist and does not indicate where the drivers come from or where they want to go. Vehicles often travel a given street, not so much because it is the logical route for them but because suitable facilities are not available on more direct routes.

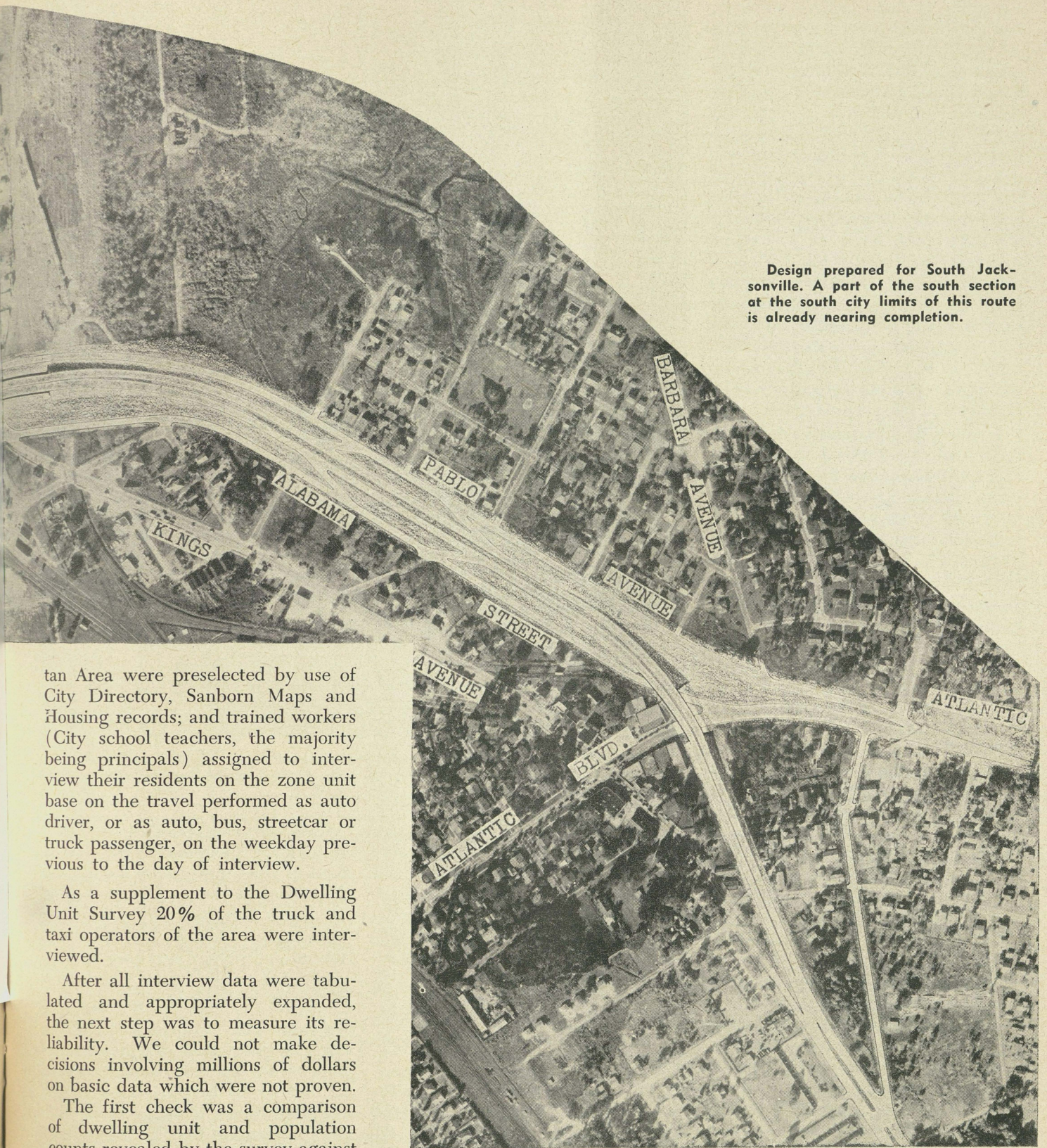
Unless some type of origin and destination study is made, the extent of indirect travel is unknown and any recommended locations are subject largely to opinions rather than facts. Our survey was to lean heavily on the recently developed technique for measuring urban traffic habits and desires and which we put into operation in Jacksonville for the first time on a large scale in Florida.

This technique related principally to obtaining information on origin and destination of trips within the metropolitan area. The procedure for get-

ting such data from rural or rural-urban travelers by stopping and interviewing motorists on all principal routes where they enter the subject area had been long established. Since roadside interviews on congested streets were a practical impossibility, the only alternative was to question the area residents in their dwelling places. Both the Bureau of the Census and the various public opinion polls had demonstrated that an adequate sample carefully preselected to assure its being a cross-section, would, when expanded to 100%, reliably reflect the whole subject. Thus it would not be necessary to question the occupants of every dwelling unit, only an adequate percentage of the total. It had been determined that for cities the size of Jacksonville a 10% sample would be adequate.

To assist in the analyses the Metropolitan area was divided into 75 zones which were determined on the basis of natural and cultural boundaries and homogeneity of residents. Then the 10% sample of the dwelling units in the Jacksonville Metropoli-

Design prepared for South Jacksonville. A part of the south section at the south city limits of this route is already nearing completion.



tan Area were preselected by use of City Directory, Sanborn Maps and Housing records; and trained workers (City school teachers, the majority being principals) assigned to interview their residents on the zone unit base on the travel performed as auto driver, or as auto, bus, streetcar or truck passenger, on the weekday previous to the day of interview.

As a supplement to the Dwelling Unit Survey 20% of the truck and taxi operators of the area were interviewed.

After all interview data were tabulated and appropriately expanded, the next step was to measure its reliability. We could not make decisions involving millions of dollars on basic data which were not proven.

The first check was a comparison of dwelling unit and population counts revealed by the survey against the census count, which showed a difference of less than 8%, indicating that the interview data were substantially accurate.

The severest check possible on these expanded interviews is that of

reproducing the actual traffic at a particular point or along a well defined screen line. That is, from the information obtained by expanded interviews, external and internal, the number of trips crossing a line or con-

trol points are compared by hours of the day with the actual number of vehicles counted on the ground.

In Jacksonville, we used the two bridges over the St. Johns River as control points at which to compare

expanded interview trips against the ground counts. The morning and afternoon peaks checked very closely, but a considerable portion of the midday and night travel appears to have been missed. Since much of the travel in the morning and afternoon peaks is "to and from" work, and much of that in the midday and night periods is for shopping and recreational purposes, the results suggested that work travel was more fully reported in the interviews than non-work travel.

It will be noted that, for both peak periods, the counts made at the two bridges and the expanded interviews were found to be almost equal. Since facilities should be designed to accommodate peak hours travel the results were considered entirely satisfactory.

Following the screen line procedure, as an additional check on the expanded interviews, machine counts were made along a cordon that intercepted all streets serving the central business district of Jacksonville. Counts tabulated at these locations for a 24-hour weekday period totalled 198,000 vehicle crossings. Comparable expanded interview-recorded trips totalled 176,000 or 89% of the ground count. The closeness of this check between ground count and interview trips warranted the conclusion that the latter were reliably reported.

Being satisfied of the accuracy of the survey data, the next step was to determine the major desire lines. The traffic volumes for all types of vehicle trips during a 24-hour period between the 75 selected zones were portrayed by traffic bands of varying widths on 9 different charts. These bands represented the many "desire" lines between all of the established zones. That is, how the motor vehicles would travel were there no physical obstructions. Minor traffic volumes of less than 100 vehicles between zones were not shown since they were so widely scattered that no pattern or trend would appear.

From these charts it was noted that traffic converged to the business district in three well defined patterns; from the southwest, south and north. It was also observed that by far the largest portion of travel moved into or passed through the central business area.



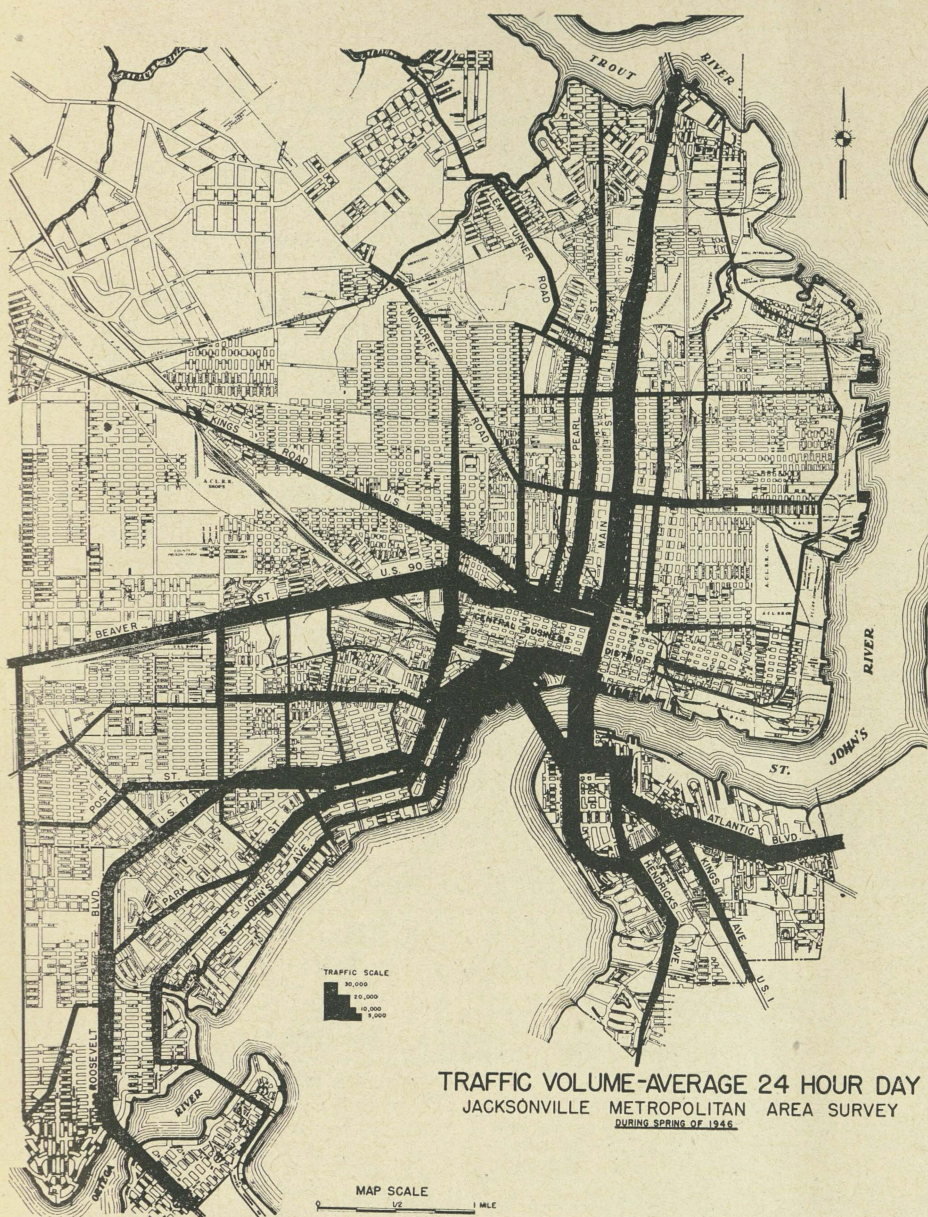
Bay Street at Main looking west. Typical of the congestion costing Jacksonville motorists thousands of dollars in delay and operating costs. Limited access routes appear to offer the only solution.

The traffic flow charts also revealed that a high proportion of the traffic entering and leaving the metropolitan area was city destined or originated. The proportion of by-passable trips was 8% above the average for cities of the Jacksonville population group, but was still so small that the diversion of such traffic over by-pass routes would afford negligible relief to the congested downtown streets.

Obviously it would become an impossibility to provide now facilities for each and every one of these desire lines of travel, so the next step was to combine these 300 odd zone to zone travel movements into a few major desire lines. This procedure provided definite indications of the acceptable locations where the greatest number of motor vehicle trips could be accommodated.

Each of these "major" desire bands is merely a grouping of the various zone to zone movements having like directional desires. The widths of the bands indicated the approximate volume of vehicles each route would attract, and represented such trips as would fall within rather close limits of the major desire lines.

An analysis of these major desire lines indicates that the greater portion of all travel movements would be best served by (1) a North-South Interstate Route to the west of Main Street spanning the St. Johns River to South Jacksonville across an upstream (South) bridge location and above the two existing structures, and (2) an East-West Interstate Route along Edgewood Avenue, over Post and College Streets to a junction with the North-South Route and, to make the central business district



A map of this nature showing traffic volume on existing streets is of little value since it does not show the desire line,—that is, where the majority of motorists would like to travel if facilities were provided. Only an origin and destination survey shows the desire lines.

more readily available, (3) a distributor connection along State Street.

Primarily, the location of the Interstate Routes are dictated by the main "desire" lines of travel. Yet it is seldom possible or practical to construct the routes throughout their distances along idealistic lines. The locations should be such as to provide convenient express service to the major traffic generators such as to downtown business, to industrial locations and the principal residential areas. At the same time care should be exercised in the determination of these locations to insure that they are practical and satisfactory from economic standpoints.

In most instances it is believed that a fully adequate provision for city

sections of the Interstate System will require the acquisition of block-wide strips. This will permit the retention of streets flanking the acquired block as essential local service ways of the express artery. It will avoid exposure of the rear of properties and will at the same time afford a sufficient width for parkway landscaping.

While we have closely followed the "major desire" lines, for the most part it was found possible to satisfy the traffic needs without disturbing existing activities to any great extent by locating the Interstate Routes where costs for adequate right-of-way would not be excessive. This holds true particularly from the North city limits to the Railroad Terminal yards South of the central business district.

In many of the larger cities great efforts are being made today to restrain excessive decentralization, and one of the methods successfully approaching this problem is the rehabilitation of slum and blighted areas.

To assist in this approach as well as to serve in the route location a large scale Land Use map was prepared in considerable detail. Excepting, of course, the industrial and commercial areas which we did not plan to seriously disturb, all other areas in Jacksonville were broken down by lots and blocks into rental value categories. Rental rates were obtained from the 1940 Housing Bulletin of the Sixteenth Census of the United States.

The major desire line for the north-south section of the interstate route fortunately traversed considerable area which was sparsely developed, and more that might be called blighted, or approaching slum standards.

Locating the route along the eastern limits of this blighted area will not only eliminate a part of it but will probably serve as a barrier against its spread eastward.

The East and West portion of the Interstate Route along Post and College Streets will generally be confined to existing streets and but little additional right-of-way will be required. This location of the Interstate Route is for the most part through better than average residential areas. A one-way system of streets is now in satisfactory operation and it was not considered essential to acquire-right-of-way of such width as would needlessly destroy these homes. For this reason, and because the one-way streets serving this area had proven themselves, they were adopted as such in the Interstate Plan. This is an example of the manner in which we could and did preserve worthy features.

South Jacksonville provided the most difficult problem; yet for its own interests it could not be bypassed. This section of the city is confined within a narrow peninsula surrounded on three sides by the St. Johns River. We were finally able to place our route where it would provide the greatest service by satisfying the major desires and preserve valuable tourist property investments.

The next procedure for purposes of design was to determine how much traffic might be expected to use the different sections of the facility for

the next 20 years or during the anticipated life of the improvement.

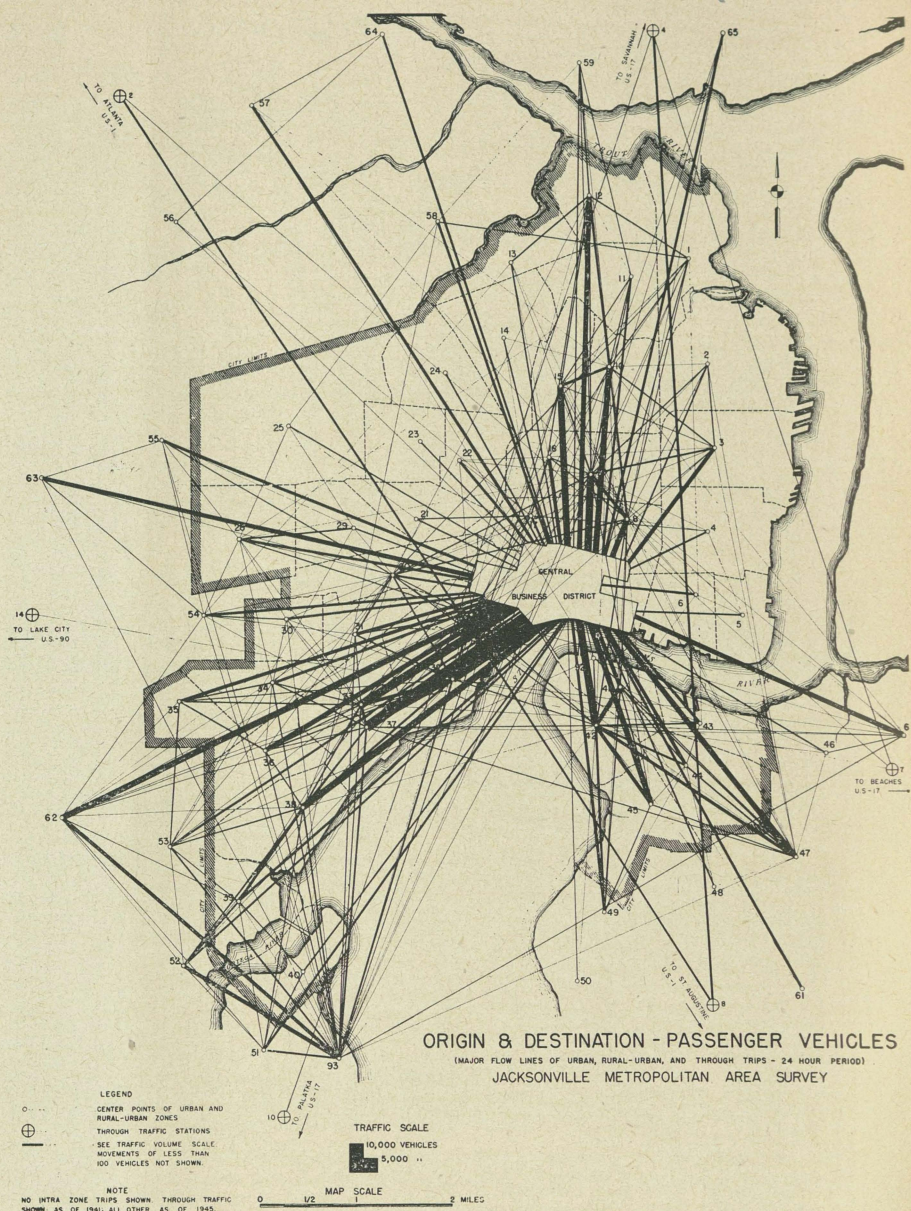
The estimated 1965 traffic is based largely on anticipated population increase. Analyses of city and county population trends indicated a 50 per cent increase over 1945 by 1965. The determination of trends in sub areas—precincts or combinations of precincts—disclosed how this 50 per cent increment should be allocated by zones, as some areas face a stabilized or even a declining population while others are destined to absorb a high proportion of the increase. It was estimated that motor vehicle traffic as well as the vehicles themselves would increase in slightly greater proportion than the population. This assumption was based on past trends. With the probable population increase by areas having been determined it was possible to spread the anticipated increase of traffic over the various desire lines.

Before the final report was prepared and made available as the official proposal a preliminary presentation with plans and design features, together with an estimate of overall costs was made before a large representation of Jacksonville and Duval County citizens in July, 1946. This was an open meeting where criticisms and suggestions were encouraged.

Following the public presentation it was proposed by the citizens attending that a representative committee make a study of and report back on the survey findings. This committee was formed, named the "Highway Committee," and consisted of twenty prominent local citizens and civic leaders representing not only the principal businesses and industries in the area, but also all planning groups, and included eminent Engineers capable of rendering expert technical advice. At least three of the members included in this Committee were from the Jacksonville Traffic Advisory Committee and the City Planning and Advisory Board.

All survey data were turned over by the SRD to this Committee shortly after July 17, 1946.

The reaction to our findings, together with recommendations by the Highway Committee, were embodied in their October report to the State Road Department. Subsequent statements of endorsement are included in a pamphlet entitled "Express Parkway and Toll Bridge System Connecting



Zone-to-zone desire lines scaled according to traffic volume reveal the major desire lines. A layman, by noting density of lines in above chart, can easily discover three major desire lines radiating from the central business district.

Interstate Highways at Jacksonville, Florida," submitted by the Highway Committee of the Jacksonville Chamber of Commerce. This latter brochure issued during June of 1947 consisted of a summarization of events up to that time and, for information of the citizens at large, was given large circulation throughout the City.

A report on these developments as an indication of the reactions of the residents in Jacksonville can best be served by a few quotations from this pamphlet, prepared by the Highway Committee. Quote:

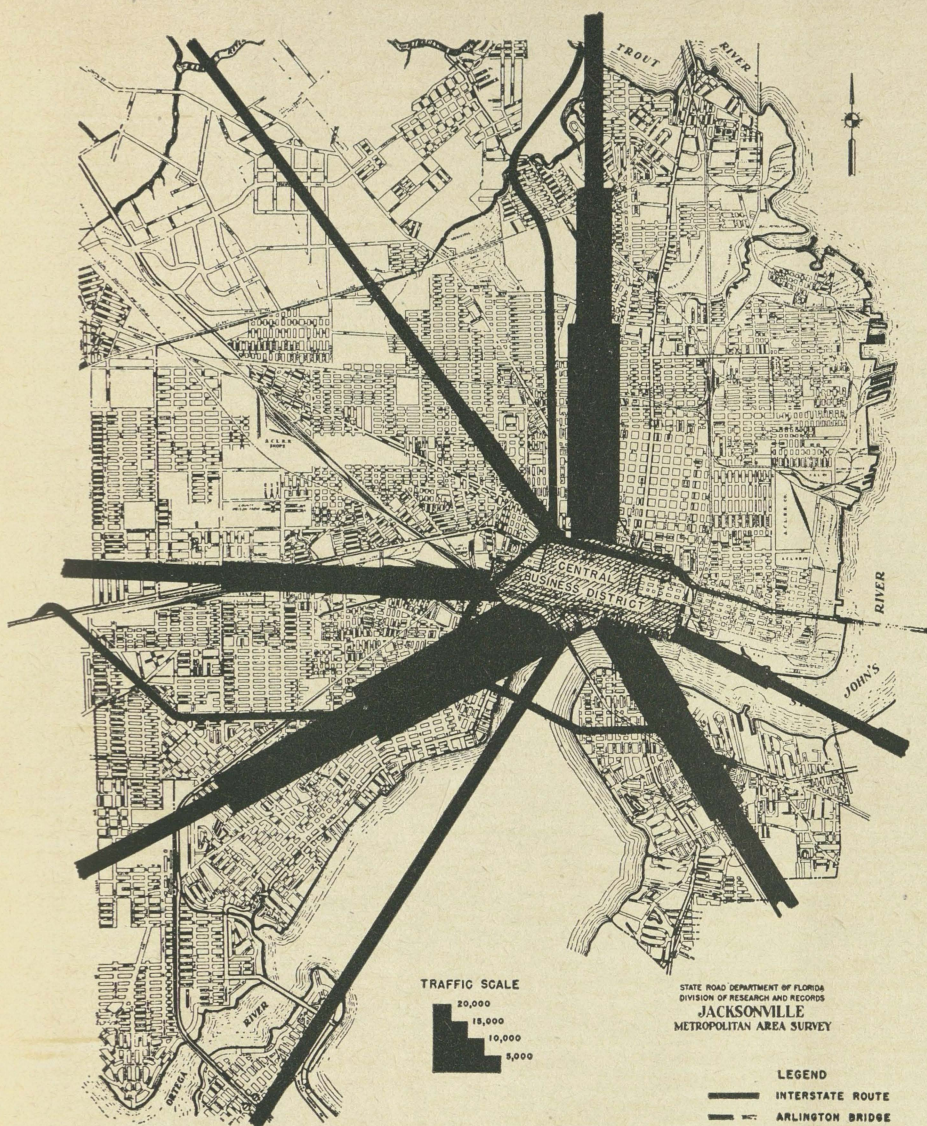
"Meetings with citizens' groups and community organizations have been held throughout Jacksonville and Duval County by our Committee, and wide publicity has been given the pro-

posed plan and the suggested changes thereto by daily and weekly newspapers of the city and county.

"The plan as originally submitted has not been changed materially, but a substantial addition has been made thereto which our Committee and our citizens generally believe will provide more adequate highway connections and at the same time overcome serious local traffic problems.

"The Committee believes that with the changes and additions it now suggests to the original plan, the citizens generally of Jacksonville and Duval County are wholeheartedly in favor of the proposed plan." Unquote.

Acting upon the Jacksonville Highway Committee's report of October 3, 1946, we began the task of assembl-



MAJOR DESIRE LINES
TO CENTRAL BUSINESS DISTRICT

This chart combines the heaviest zone-to-zone lines into the major desire lines located at the center of density and reveals where location of limited access facility should be to supply the greatest service to the most motorists.

ing the final and "official" report. This Committee had recommended three minor changes in location and one important addition. The minor route relocations were embodied in the final printed report only after it was determined in each instance that they would not adversely affect the services of the Interstate Routes.

The important addition, the Arlington Bridge Route, not being a part of the Interstate System of Highways through Jacksonville, was not incorporated in the portions of the Final Report covering that System. However, since the Committee did recommend the Arlington Bridge Route as a most desirable addition from the viewpoint of local interest it was included and discussed at the approp-

priate place with the estimated costs of improvements included in the overall costs.

For use in the office in the preparation of the final location and in the design features recourse was made to aerial photography. Subsequently, these aerial plan layouts were utilized in the published report as the means of presenting the proposed improvements in an understandable manner.

Semi-control mosaics enlarged from contact prints to the scale of 1"=200' were made showing areas along the proposed routes.

Paper strips were applied to the mosaics, and the road, right-of-way boundaries, bridges, intersections, and other information were plotted directly on the strips. This use of aerial

strips showed the route in its correct location and proper scale. The white background of the strips helps the roads to stand out clearly over the other features of the mosaic. The outside limits of these white strips constitute the right of way limits.

Limited access routes are generally depressed or elevated but may also be surface roadways if cross traffic goes over or under it. There is a bit of all three of these features in the Jacksonville Interstate Routes.

Fortunately we were able to incorporate sufficient right of way widths in our plans to accommodate adequate design standards, with the possible exception of a short section from the South City limits northerly to the Atlantic Boulevard Overpass in the South Jacksonville area.

It was at this location that one of the compromises was effected to conform with the desires of the Highway Committee. Because of right of way problems along the present route in the South Jacksonville area the original plans submitted called for a relocation to the east. There developed a strong demonstration against this proposal by the Tourist industries located along the existing route. It was finally agreed to utilize the existing location and design a facility within the limits of a 100 foot right-of-way.

While this was accepted with some reluctance on our part, it is not believed that the overall plan has been seriously harmed. Almost the entire length on either side of this particular location is lined with the better grade tourist camps.. There will be very little cross-traffic.

Another deviation from the accepted standard, and which has already been touched upon, was the proposed use of College and Post Streets, which are parallel and lie one block apart, for one-way directional traffic on the East-West leg of the Interstate Route.

Each of these streets has been recommended for improvement to a width of 52 feet, curb to curb. This width provides for 3 twelve foot lanes of one way traffic with two eight foot parking lanes. As the dedicated widths are 80 feet, sufficient cross-section still remains for two 14-foot strips on each side for sidewalks and parkways. The block between the two streets will serve as a median divider separating opposite direction traffic. Cars using the cross streets within this area will be required to come to a full stop

before crossing or merging with the flow of traffic.

The Interstate Routes in Jacksonville will incorporate the following design features:

1. *Full 12 foot widths for all moving traffic lanes.*
2. *Adequate number of traffic lanes for anticipated traffic volumes.*
3. *Service Roads.*

A fundamental feature of limited access design has been retained by the inclusion of service roads. Thusly, the necessary servicing of abutting property owners can be undertaken with no loss to traffic movements on the main route.

4. *Median and Dividing strips.*

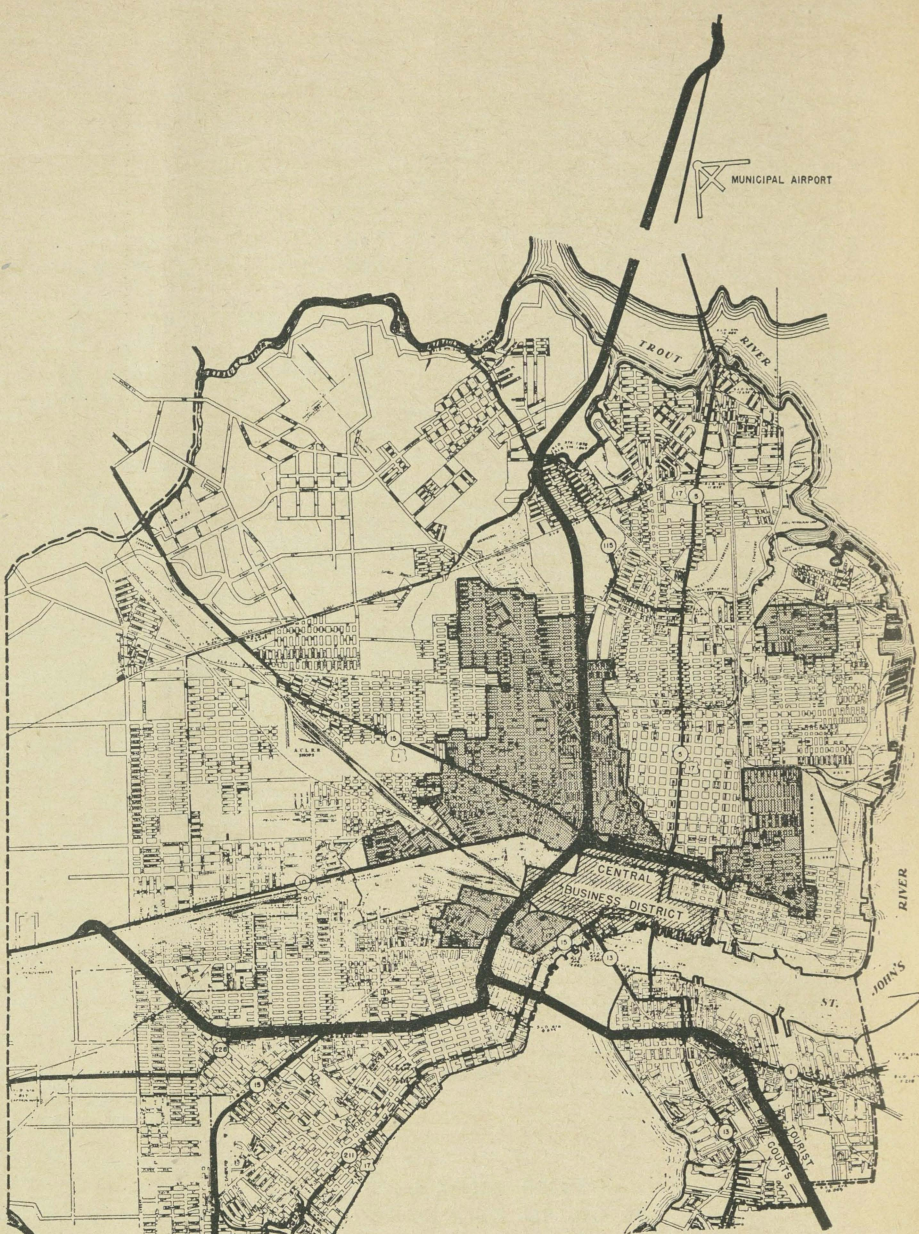
The opposite-direction accidents which comprise about 25 per cent of all highway accidents can be entirely eliminated by this feature. With the excepted location in South Jacksonville, where a 14 foot median strip is provided in a 100 foot right of way, the width of center median strips vary from a minimum of 22 feet to as much as fifty feet. On the East-West route the block between the two one-way streets, Post and College, is utilized as a median or divisional separation. Where service roads are recommended dividing strips are provided between the freeway lanes and the outer local service lanes. These dividing strips vary also in width due to terrain and right-of-way limitations.

5. *Acceleration and Deceleration lane.*

At intersection points these types of lanes have been included so as to allow turning maneuvers without retarding through traffic.

6. *Street Intersections and Grade Separations.*

For the North-South route from its junction with US 1 in the vicinity of the Municipal Airport North of Jacksonville to the bridge over the St. Johns River grade separations were provided at all street intersections that were considered of sufficient traffic-carrying importance to warrant this special treatment. Appropriate designs were worked out at each grade separation location. There was no standard pattern of design—rather the design was fitted within limits of such right of way as it was believed could be obtained within reasonable economic justification. Other intersecting streets of minor importance were connected with service roads paralleling the limited access route.



Proposed Jacksonville Interstate Routes. Note location of North-South Section through undeveloped and substandard (shaded) residence areas. The approximate location having been ascertained from analysis of desire lines, a land use study is necessary to determine the exact location where acquisition of adequate right of way is feasible.

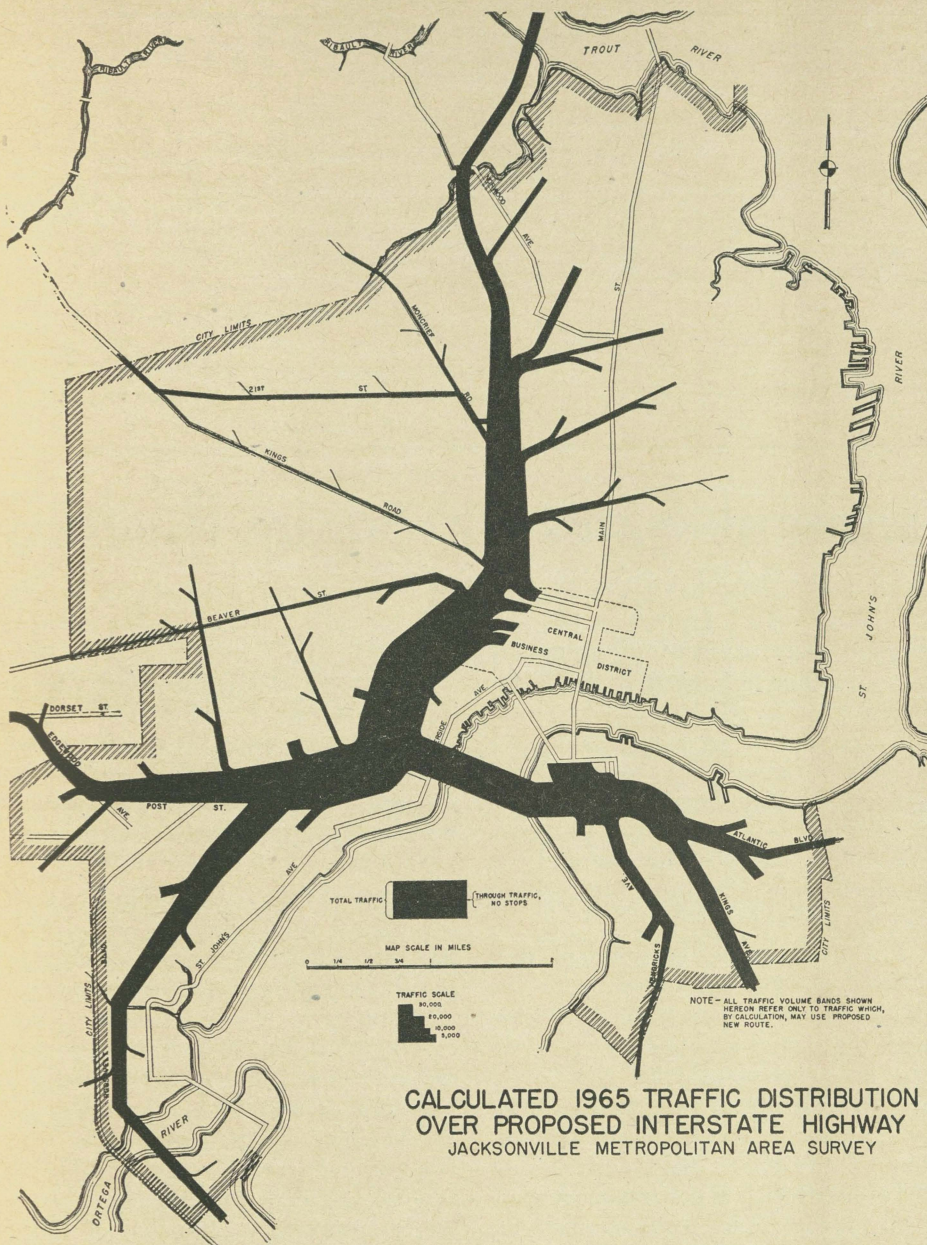
For the East-West route, which for the most part consisted of the one-way street treatment, no highway grade separations were provided. An overpass was designed, however, to carry motor vehicle traffic over the A.C.L. Railway at the Post-College Street crossings.

In the South Jacksonville area it was considered impracticable and too expensive to construct a grade separation at the intersection of the Interstate Route and the arterial San Marco Boulevard. A Rotary design in which all traffic merges into and emerges from a one-way street around an oval island and maintaining a "keep to the right policy" has been proposed.

7. *Railroad Grade Separation*

The Interstate Routes have crossed Railroad tracks at 8 points. Grade separations are recommended at seven of these intersections. The remaining location is not considered important enough to require an expensive overpass.

The demonstrated increased capacity of limited access throughfares is so startling as to be almost unbelievable. For instance, it has been stated that one well designed 4-lane expressway will facilitate the same number of vehicles as five 40 foot streets, and at nearly double the speed. Therefore, in terms of vehicle miles of travel in a given time, its



Facilities must be designed to accommodate traffic anticipated in 20-25 years. Estimate of 1965 traffic is based on population, car ownership and car usage trends.

capacity is equal that of about eight 40 foot streets!

This capacity for a given time (or per hour capacity) is most important for in every city there exists two critical peak hour periods of travel "to and from" work.

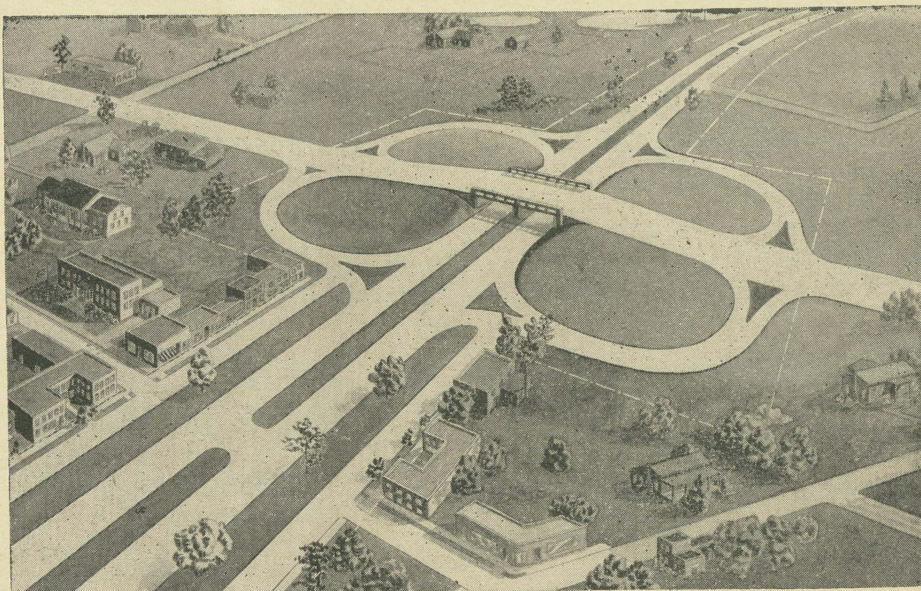
In order not to be too shocked at the construction and property costs of urban highways contemplated for limited access it is necessary for us to back up and get a clear concept of the relation between highway use and highway improvements. *The cost-per-mile line of thinking must be abandoned. We must begin to think not in terms of per-mile costs, but of unit cost per vehicle mile of travel*

afforded the motorist. On the basis of the vehicle miles of travel provided it has already been proved that the more expensive construction is quite often the cheaper.

The limited access routes proposed for Jacksonville will permit the return of local streets to normal use by local traffic and should help to restore the originally intended use of abutting properties as well as to eventually appreciate property values. These routes will provide faster and safer travel facilities for the heavier traffic movements flowing toward major objectives. Traffic congestion will be immeasurably improved.

It must be realized that 5-10-15 or more millions for a big project which may take several years for construction, or 200 and more millions for a long range construction program are perfectly reasonable expenditures in the provision of an adequate road system. Seventy millions were invested in the San Francisco-Oakland Bay Bridge—It's only one job, it's only eight miles of highway—but from the day of its opening it has been an even sounder investment than anticipated. In the final analysis the test is not "how much" but "is the job it will do worth the money?"

(See Chart on Page 18)



Design of future improvement which may be needed as city grows outward. Adequate right of way for such features will be acquired immediately while area is still undeveloped.

ESTIMATED COSTS FOR HIGHWAY IMPROVEMENTS
IN THE
JACKSONVILLE METROPOLITAN AREA

	Roadway		Major Structures		Right of Way		TOTALS
	Length (in Miles)	Cost	Length	Cost	Costs	Length	Costs
INTERSTATE ROUTES							
North and South Section	11.90	\$5,194,000	1.95	\$7,242,000	\$2,990,000	13.85	\$15,426,000
East and West Section	3.58	1,100,000	0.17	700,000	559,000	3.75	2,359,000
State Street Distribution	1.00	600,000	0.01	40,000	750,000	1.01	1,390,000
TOTALS FOR INTERSTATE PORTION	16.48	\$6,894,000	2.13	\$7,982,000	\$4,299,000	18.61	\$19,175,000
OTHER IMPROVEMENTS							
Arterial Connections (SM)	4.30						\$ 1,860,000
City Street Connections							3,465,000
Arlington Route	10.00						10,000,000
TOTAL ESTIMATED COSTS ALL IMPROVEMENTS							\$34,500,000

State Road Department Safety Program Pushed

Keyed to the emphasis which Governor Caldwell has placed on Safety during the year, the State Road Department this month intensified its efforts to promote safer operating conditions in its organization.

The Department employs upwards of 3,000 persons and operates over 1200 units of equipment, including 900 motor vehicles, and 300 units of other heavy machines such as draglines, tractors and road patrols. Both because of the extent and nature, safety is extremely important in highway operations.

Department Secretary J. Robert McClure, who includes among his duties that of directing the safety program, states that Chairman Bayless is leading the campaign to make every SRD employee safety conscious by issuing instructions calling for full compliance with the Department Safety Code.

The Chairman's instructions require that every employee supervising field forces, and every equipment operator, including office personnel driving motor vehicles must be supplied and become familiar with a copy of the SRD Safety Code.

The importance of highway safety is recognized in new safety regulations which require that:

1. Every employee, prior to being authorized to drive a Department motor vehicle, shall sign a statement that he has read and will comply with the Department safety regulations regarding motor vehicle operation, and
2. Every SRD motor vehicle must carry a First Aid Kit and two flares at all times.

Since passage of the Workmen's Compensation Act in 1935, the State

Road Department has operated as a self-insurer which has proved less expensive than payment of premiums on insurance to commercial companies.

In the interest of safeguarding employees and keeping compensation costs down, the Department set up a comprehensive safety program. Work of the Safety Division and the Compensation Division has been closely integrated.

For the purpose of accident prevention and first aid training the Department maintains a Safety Division with three field representatives working in cooperation with the Safety Department of the Florida Industrial Commission. These representatives contact the entire field activities of the Department, make routine inspections, reports and recommendations, conduct first aid classes of instruction under the supervision of the American Red Cross, provide adequate first aid supplies and safety equipment procured by the Compensation Division. The safety representatives are also called upon to assist, when needed, in the handling and investigation of certain cases of injury.

The key figure in the program for application of safe practices is the foreman, or other immediate supervisor of the particular operation. It is he who determines that the employee is physically and emotionally suited to the job assigned, that recognized safe procedures are followed in executing it, and that protective safety devices are used when necessary.

It is also the foreman's responsibility to see that every injury—no matter how minor—is reported and that the

injured is given first aid treatment and, for more serious injuries, medical attention.

The three safety directors act as trainers of the foremen and supervisors and as inspectors to see that safety regulations are followed. They inspect all field activities, correcting any bad practices and reporting all violations.

Responsibility for compliance with the Safety Code rests ultimately on the individual employee himself. He is subject to dismissal for knowingly violating any of its provisions,—including that requiring him to report any injury, no matter how minor.

Acting as a self-insurer under the Workmen's Compensation Act, the Department protects employees against loss occasioned by traumatic injury sustained in the line of duty, by paying all medical expenses and up to 60% of the salary for loss of time (after 3 days).

Such accidents are called compensable cases and are handled by the Compensation Division in conjunction with the Industrial Commission and the Department Attorney.

This work involves the handling of thousands of medical, hospitalization, nurse, drug and other necessary claims incidental to the completion of these cases, which must each be carefully examined, investigated and approved before payment is made. Every accident necessitates the handling of approximately eight reports, copies of which, under the law, must be filed with the Florida Industrial Commission; and all compensation due injured employees is paid by a pay roll prepared by this division on

(Continued on Page 37)

County Activities and Personalities

Marion County Commissioners have approved the appointment of Dr. Paul H. Jenkins, a 41-year-old army veteran, as director of the new Marion County health unit, which began operations on October 1.

The Hillsborough County Budget Board has approved budgets providing for the expenditure of \$3,622,438 and allowing a .3 of a mill reduction in the County tax rate on property in the Tampa school district. County Commissioners have tentatively approved the county tax levy of 28.20 mills to enable Tax Assessor Sparkman to make assessments on property outside the municipality of Tampa.

A reduction from one-half to one-quarter mill in the aviation tax for the next fiscal year has been recommended to the Hillsborough County Commission by the County Aviation Authority.

An annual county budget carrying an estimate of \$119,452.55 for expenditures in all funds and with \$125,595.22 estimated revenue has been approved by the Holmes County Commissioners.

At a recent meeting, the board of directors of the West Palm Beach Chamber of Commerce discussed the advisability of asking the Palm Beach County Commission to purchase an acre of ground on each corner of the intersections of each feeder road leading from the proposed superhighway to West Palm Beach with the idea of beautifying the entrances into the city.

Manatee County Commissioners, to make certain that approaches to the proposed bridge from the west end of Manatee Avenue to Anna Maria are not lined with unsightly buildings, has voted to refuse liquor, beer and wine licenses to places of business along the route, to ask property owners to cooperate in obtaining easements to provide a boulevard 100 feet wide, and to urge cooperation in a voluntary zoning and building restriction campaign.

Free rides across the new Rickenbacker causeway are to be permitted by the Dade County Commission during the three-day Tequesta festival November 9-11 marking the formal opening of the causeway and Crandon park on Key Biscayne. Governor Millard F. Caldwell has invited governors of the other 47 states to attend this festival and an entertainment program, including fishing, airplane, boat and sightseeing trips, etc., is being planned for the visiting governors.

Duval County Commissioners have been notified by the State Road Department that a safety gate will be installed on the Jack-

sonville Main Street Bridge to prevent possible serious accidents. The Commissioners had requested that such a gate be installed.

The Baker County Commission has been conferring with State Road Department officials relative to Federal Aid roads and the cost of farm to market roads in connection with a road building program they are planning if and when funds are available. They hope to begin the program within a year.

Dredging of the West Palm Beach Canal has been started and the work is expected to take three months. Palm Beach County Commissioners hope to make a contract with the Atlantic Dredging and Construction Company to dredge Lake Worth off S. Ocean Boulevard after the canal project is completed.

The Broward County court house is to be re-painted. County Commissioners selected the colors of pale gray with darker gray trim for the face-lifting job.

Volusia County Commissioners have accepted the bid of L. L. Jacobs of DeLand for construction of a County barn near the County convict camp for Districts One and Three at a cost of \$14,205.

Max J. Heinberg of Alexandria, Louisiana, has been employed by the Escambia County Commissioners as architect for their project of expanding and remodeling the courthouse.

Monroe County Commissioners have set aside the sum of \$15,000 for development of a colored swimming beach if and when the U. S. Navy releases property at Fort Taylor for the purpose.

Only a fragment of the once widespread "red tide" menace still exists off the coast of Pinellas County and the U. S. Interior Department has promised County Commissioners that they will make a survey and announce when the "red tide" danger is over. The Interior Department has also promised to make long-range investigations of this menace and to provide a "red tide" warning system similar to the hurricane warning service.

Pinellas County Commissioners have refused to lease the Gulf beaches of that county to the U. S. War Department for amphibious landing operations by the army in view of the fact that the army has so much beach area in the state and recently sold the Camp Gordon Johnston area where amphibious training was carried on during the war.

An all-out battle to regain Mullet Key, at the mouth of Tampa Bay, from the War Department has also been begun by the Pinellas County Commission. Title to Mullet Key was yielded to the Army Air Forces during the war with the understanding Pinellas County would have first chance to buy it back.

Orange County voters rejected six bills consolidating certain county offices and changing duties, salaries, manner of election of others, in their September 9 election.

Leon County Attorney J. Lewis Hall, on behalf of the Leon County Commission, has filed a test suit in circuit court to determine whether the sheriff of Leon county is entitled to fees involved in criminal cases arising from arrests made by the Florida Highway Patrol.

Volusia County Clerk Mathas has suggested to the Volusia County Commission that a clerk be employed for about three months to compile a master index of soldier and sailor discharge records.

Monroe County Commissioners have agreed to buy a new blue print machine for use in the office of Circuit Court Clerk Ross C. Sawyer.

Chairman Harry M. Stringfellow of the Lee County Commission would like to extend throughout the county the plan of Mayor Ralph Kurtz of Ft. Myers to ban further Australian pines in the city and systematically removing those already standing over a long period of time. It was found in the City of Ft. Myers that Australian pines and eucalyptus, during the recent hurricane, were responsible for every gas and water main break that interrupted utility services; caused 90 percent of all power line breaks; inflicted 95 percent of the structural damage to buildings, excepting stripped roofs, by broken or toppling limbs; and blocked scores of streets, leaving city work crews with weeks of cleanup work.

Osceola County Commissioners have decided not to employ a home demonstration agent to succeed Miss Ruth Wilder, who resigned. They say the growth of quick-freeze locker plants and lack of fruits and vegetables for canning make it unnecessary to employ a home demonstration agent at this time.

An unusual complaint was recently received by the Hillsborough County Commissioners. Two women from Lutz complained that a new property owner threatened to plow up an old established cemetery that has been in use for more than 70 years. They were referred to the County Solicitor.

Transactions of Meeting of Florida State Road Department

MEETING HELD AT TALLAHASSEE ON SEPTEMBER 6, 1947

The Members of the State Road Department of Florida met in Tallahassee on the 6th day of September A. D. 1947 for the third quarterly meeting for the year, with the following attendance: Messrs. F. Elgin Bayliss, Chairman, and Members Courtney Campbell, S. Kendrick Guernsey and Herman B. Fultz. J. Robert McClure, Secretary to the Board, was also present. Member Robert T. Carleton had previously advised that he could not attend this meeting.

APPROVAL OF MINUTES

On motion of Mr. Guernsey, seconded by Mr. Fultz, the minutes of the meeting held on July 28 at Brooksville were approved and ordered recorded.

REQUESTS FOR ACQUISITION OF RIGHT OF WAY

Routine requests for the respective counties to acquire needed rights of way for the following projects were adopted:

Brevard, 520, 7010. From Orange Co. Line to Rd. 5, Guernsey, Fultz.
Bradford, 18, 2804. From Union Co. Line to Brooker, Guernsey, Campbell.
Brevard, 5, 7001. At or near Turkey Creek & Bay, Campbell, Fultz.
Citrus, 480, 0202. Chassahowitzka Spg. E'ly to Rd. 45 south to Floral City, Fultz, Campbell.
Clay, 218, 7112. From Road 200 to Middleburg, Guernsey, Fultz.
Clay, 220, 7114. From Rd. 21 via Lee's Corner, Guernsey, Campbell.
Columbia, 18, 2910. From Rd. 25 to Union Co. Line, Guernsey, Fultz.
Duval, 115, 7215. City limits of Jax NW'ly, Guernsey, Campbell.
Franklin, 370, 4902. From Rd. 30 to Bald Point, Fultz, Guernsey.
Highlands, 621, 0913. From Lake Placid to Sunvale, Campbell, Fultz.
Leon, 154, 5520. Bradfordville to Centerville, Guernsey, Campbell.
Nassau, 107, 7405. Nassauville to Rd. 200 at O'Neil and leg SE'ly, Guernsey, Campbell.
Union, 18, 3907. Columbia Co. Line to Bradford Co., Guernsey, Campbell.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain equipment and materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONTRACTS AWARDED CONSTRUCTION

Bids received July 15

Langston Const. Co., F-175(14), 25, Polk, \$138,775.78.
R. H. Wright & Son, FI-63(5), 5, Palm Beach, \$347,745.65.

Bids received August 28

John C. Dickenson Const. Co., 9311-113 & 9313-109, 80-15, Palm Beach, \$159,748.20.
Duval Eng. & Contr. Co., 7219-107, 212, Duval, \$1,059,257.03.
Belcher Oil Co., 8708-104, 828, Dade, \$185,037.28.
Macasphalt Corp., 1603-111, 555, Polk, \$20,512.50.
Coggin & Deermont, 5011-102, Gadsden, \$11,567.00.
Rubin Const. Co., 9302-110 & 9302-109, 5, Palm Beach, \$111,833.75.

Asphalt Paving Co., 8706-107 etc., A1A, Dade, \$127,267.87.

Wilbur L. Ives Const. Co., 7403-105, 15, Nassau, \$152,705.60.

Cone Bros. Contr. Co., 1600-105 & 1608-104, 540, Polk, \$57,542.84.

H. E. Wolfe Const. Co., FI-136(1), 5, St. Lucie & Indian River, \$58,441.57.

H. E. Wolfe Const. Co., F-18(2), 15, Volusia & Putnam, \$236,550.05.

MATERIALS AND EQUIPMENT

Bids received August 6

Electric Equipment for Titusville Bridge, Section 7016, Job 108, Westinghouse Elec Supply, \$16,325.17.

Bids received August 28

20,000 Gal. Centerline Paint, M. O. Huck & Co., \$48,800.00.

MOTOR EQUIPMENT

Bids received July 28

1 2-ton Truck, Grantham Chev. Co., Live Oak, \$1,509.51.

1 2-ton Truck, Grantham Chev. Co., Live Oak, \$1,559.51.

1 2-ton Truck, St. Cloud Motor Co., St. Cloud, \$1,827.15.

Bids received July 29

1 2-ton Truck, Sumner Chev. Co., Lake City, \$1,633.56.

Bids received July 30

1 2-ton Truck, Halifax Motor Co., Daytona Beach, \$1,790.01.

1 1½-ton Truck, Rivard Chev. Co., Defuniak Spg., \$1,521.39.

2 ½-ton Pick Ups, Rivard Chev. Co., DeFuniak Spg., \$2,214.60.

2 ½-ton Pickups, Sumner Chev. Co., Lake City, \$2,214.30.

Bids received July 31

2 ½-ton Pickups, Holler Chev. Co., DeLand, \$2,223.80.

2 ½-ton Pickups, Holler Motors, Sanford, \$2,230.30.

1 2-ton Truck, Christian Motors, Clewiston, \$1,789.41.

Bids received August 2

2 2-ton Trucks, Holtsinger Motor Co., Tampa, \$3,666.22.

1 1½-ton Truck, Holtsinger Motor Co., Tampa, \$1,420.00.

Bids received August 4

1 1½-ton Truck, Pollard Motor Co., St. Augustine, \$1,552.38.

Bids received August 6

1 2-ton Truck, Gerlach Motors, Crestview, \$1,864.51.

1 2-ton Truck, Griner Chev. Co., Cross City, \$1,702.31.

1 Sedan, Holler Chev. Co., DeLand, \$1,590.75.

Bids received August 8

1 Truck 2-ton, Hal Lynch Motors, Jacksonville, \$1,773.51.

1 2-ton Truck, Duval Motors, Jacksonville, \$1,587.78.

1 1½-ton Truck, Langford Motor Co., Lake Butler, \$1,165.83.

1 1½-ton Truck, Lewis Motor Co., Jasper, \$1,513.36.

1 2-ton Truck, Tallahassee Motors, Tallahassee, \$1,831.22.

1 1½-ton Truck, Tallahassee Motors, Tallahassee, \$1,522.50.

1 1½-ton Truck, Ocala Motor Co., Ocala, \$1,287.38.

2 2-ton Trucks, Gerlack Motor Co., Milton, \$3,355.12.

Bids received August 9

2 Pickup Trucks, Riverside Chev. Co., Jacksonville, \$2,302.91.

3 2-ton Trucks, Riverside Chev. Co., Jacksonville, \$5,913.60.

Bids received August 11

1 1½-ton Truck, Sam Murray, Inc., Miami, \$1,583.88.

2 Sedans, Sam Murray, Inc., Miami, \$2,800.22.

2 1½-ton Trucks, Duval Motor Co., Jacksonville, \$3,031.16.

Bids received August 12

1 1½-ton Truck, Lakeland Ford Co., Lakeland, \$1,372.23.

1 2-ton Truck, Dade City Motor Co., Dade City, \$1,675.22.

Bids received August 13

1 Sedan, Sam Murray, Inc., Miami, \$1,400.11.

1 1½-ton Truck, Graceville Auto Co., Graceville, \$1,540.73.

2 2-ton Trucks, Dorock Chev. Corp., Ft. Lauderdale, \$3,473.76.

Bids received August 15

3 1½-ton Trucks, Hal Lynch Motors, Jacksonville, \$4,580.76.

2 2-ton Trucks, Hal Lynch Motors, Jacksonville, \$3,966.38.

1 2-ton Truck, Jones Motor Co., Graceville, \$1,799.93.

Bids received August 18

1 Sedan, Sam Murray, Inc., Miami, \$1,400.11.

1 1½-ton Truck, Acree Motors, DeLand, \$1,391.24.

1 2-ton Truck, Jones Motor Co., Graceville, \$1,688.16.

1 2-ton Truck, Ferman Chev. Co., Tampa, \$1,993.51.

1 1½-ton Truck, Midlakes Motor Co., Leesburg, \$1,400.00.

Bids received August 19

1 1½-ton Truck, Lakeland Ford Co., Lakeland, \$1,472.35.

1 2-ton Truck, Burwell Motor Co., Jacksonville, \$2,006.99.

1 1½-ton Truck, Heitzelman's, Orlando, \$1,425.38.

Bids received August-20

1 1½-ton Truck, Powell Motor Co., Ft. Lauderdale, \$1,177.31.

1 2-ton Truck, J. J. McCaskill Motor Co., Marianna, \$1,695.72.

Bids received August 25

1 2-ton Truck, Joller Chev. Co., Orlando, \$1,751.56.

1 ½-ton Pickup, Holler Chev. Co., Orlando, \$1,145.93.

2 2-ton Trucks, Burwell Motors, Jacksonville, \$4,078.80.

Bids received August 26

1 1½-ton Truck, Andrews Motor Co., Starke, \$1,328.19.

Bids received August 27

2 1½-ton Trucks, Punta Gorda Motor Sales, Punta Gorda, \$2,844.94.

1 1½-ton Truck, Acree Motor Co., DeLand, \$1,406.24.

1 1½-ton Truck, Roberts Motor Co., Titusville, \$1,351.88.

1 2-ton Truck, Roberts Motor Co., Titusville, \$1,658.72.

Bids received August 28

1 2-ton Truck, Riverside Chev. Co., Jacksonville, \$2,145.43.

1 2-ton Truck, Hal Lynch Motors, Jacksonville, \$1,950.17.

4 1½-ton Trucks, Hal Lynch Motors, Jacksonville, \$6,232.92.

Bids received August 29

2 2-ton Trucks, Burwell Motor Co., Jacksonville, \$3,483.26.

2 2-ton Trucks, Grantham Chev. Co., Live Oak, \$3,129.26.

4 2-ton Trucks, Riverside Chev. Co., Jacksonville, \$6,889.78.

Bids received August 30

2 2-ton Trucks, University Chev. Co., Gainesville, \$4,036.16.

2 2-ton Trucks, Lee Motors, Ft. Myers, \$4,431.86.

1 2-ton Truck, Dade City Motors, Dade City, \$1,825.18.

1 2-ton Truck, Ocala Motors, Ocala, \$1,570.22.

1 Sedan, Eustis Auto Inc., Eustis, \$1,507.50.

Bids received September 2

1 1½-ton Truck, Westmoreland Motors, High Springs, \$1,613.00.

1 2-ton Truck, Arcadia Motors, Arcadia, \$1,655.63.

1 2-ton Truck, Arcadia Motors, Arcadia, \$1,923.20.

1 1½-ton Truck, Langford Motor Co., Lake Butler, \$1,318.50.

Bids received September 3

2 2-ton Trucks, Holtsinger Motor Co., Tampa, \$3,652.34.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following supplemental agreements were approved:

R. B. Tyler Co., 199, 9321-105, Palm Beach, \$6,662.72 increase.

Tidewater Const. Co., A1A, 7908-104, Volusia, \$6,102.47 increase.

Smith Eng. & Const. Co., 1-10, 5001-108 etc., Gadsden, Wakulla, Leon, \$7,300.23 increase.

Smith Eng. & Const. Co., 10-115, 4601-108, Bay, Okaloosa, Walton, \$6,786.00 increase.

Caddell & Jackson, 47, 2902-101, Columbia, \$1,274.80 increase.

Duval Eng. & Contr. Co., 241-236, S-191(1), Alachua, \$7,868.00 increase.

Cone Bros. Contr. Co., 50, S-165(1) etc., Orange, \$88,717.18 increase.

R. H. Wright & Son, 9, UI 026-1(1), Dade, \$10,400.61 increase.

Coggin & Deermont, 269, S-146(1) etc., Gadsden, \$744.00 decrease.

Macasphalt Corp., 600, 1602-110 etc., Polk, \$228.00 decrease.

Smith Eng. & Const. Co., 10-115, 5804-901 etc., Santa Rosa, Walton & Okaloosa, \$7,072.65 decrease.

Macasphalt Corp., 41, 60, 600, 1000-108 etc., Hillsboro. No Change.

Smith Eng. & Const. Co., 1, 4802-108, Escambia. No Change.

Belcher Oil Co., 270, 8717-102, Dade. No Change.
R. H. Wright & Son, 5, FI-63(5) Part 1, Palm Beach. No Change.

CHANGE IN FORM OF LEASE-PURCHASE FOR NEW SANTA ROSA ISLAND BRIDGE

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED by the Road Department that the form for the lease-purchase agreement covering the new Santa Rosa Island Bridge, as incorporated in the resolution adopted by the Road Department on July 28, 1947, be amended as follows:

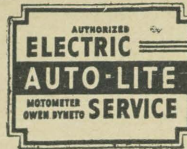
In paragraph numbered "1" strike out the second sentence therein reading as follows:

Provided, that said rentals shall be paid from any available uncommitted 80% surplus gasoline tax funds accruing to the State Road Department for use in Escambia County under the provisions of the Constitution of Florida.

and in lieu thereof insert:

Provided that said rentals shall be paid from any available 80% surplus gasoline tax funds accruing to the State Road Department for use in Escambia County under the provisions of the Constitution of Florida, which are not now pledged or obligated for the payment of rentals for the Pensacola Bay Bridge, or which are not now otherwise obligated pursuant to agreement between Escambia County and the State Road Department.

BE IT FURTHER RESOLVED that except as herein specifically provided the said form of lease-purchase agreement shall remain in full force and effect.



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POLICY REGARDING CATTLE GAPS

The Chairman spoke to the Board with regard to the need for a general policy covering the installation of cattle gaps on state roads, and the question was discussed.

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that when this Department is called upon by a county, municipality or a town to install cattle guards on our maintained system of highways, those requesting the installation be required to furnish evidence that the necessary fencing is or will be completed to serve the purpose of keeping cattle from entering the town or other protected area.

BE IT FURTHER RESOLVED that the county, municipality or town be required to furnish all the necessary materials for the construction of the cattle guards in accordance with the Department's standard cattle guard plans. The necessary supervision and labor for the installation will be furnished by the Department at its own expense.

OPPOSITION TO INCREASED FREIGHT RATES

The Board listened to Mr. F. E. Harrison, Jr., Traffic Manager for the Road Department, as he told of the proposed increase in freight rates asked by the railroads, which, if granted, would cost the State an additional \$500,000 or more per annum, based on current volume of work, and gave a report of his activities in opposition to this proposed increase in rates on aggregates and other materials used in the construction of roads.

The Board commended Mr. Harrison and adopted a motion made by Mr. Campbell, seconded by Mr. Guernsey, endorsing all possible efforts by Mr. Harrison in keeping to a minimum such rates on all materials used by the Department.

REPAIRS TO CLEARWATER HARBOR BRIDGE OVER INTRACOASTAL WATERWAY

Mr. DeGarmo presented to the Board the re-

port from the Bridge Department on the condition of the bridge across the Clearwater Harbor, a part of the Intracoastal Waterway, including an itemized list of repairs needed immediately, at an estimated cost of \$21,260.

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the Department assist Pinellas County by paying one-half the cost of the repairs of the Clearwater Bridge, based on the Bridge Engineer's report, at a maximum cost to the Department not in excess of \$12,000 for its half of the expenses of said repairs.

REQUEST FOR BEACH PROPERTY AT MARATHON

The Board considered an application from the Chamber of Commerce of Marathon, Florida for a deed to certain property along the Overseas Highway adjacent to the town of Marathon, to be developed by the said town as a public beach. This request was referred to Mr. Fultz and Division Engineer Watson for investigation and recommendation for action after a plat of the exact location of the land in question has been submitted to the Board.

CONNECTING ROAD TO SUNSHINE PARK

Consideration was given to the petition from Sunshine Park Racing Association for widening and improving of the short section of the state road in Hillsborough and Pinellas Counties, running from Road 580 to Sunshine Park, and on motion made by Mr. Campbell, seconded by Mr. Fultz, the Board authorized the said improvements made at an early date.

R/W AT FEMALE CORRECTIONAL INSTITUTION FOR ROAD 25, MARION COUNTY

Director C. H. Overman of the State Improvement Commission came before the Board and called attention to the purchase by the State of a new site for the State Female Correctional Institution, lying along State Road 25 in Marion

County, and the advantage to be had by the Department's coordinating its road program at this point with the program of development of the said institution.

After discussion, on motion made by Mr. Campbell and seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that Director C. H. Overman of the State Improvement Commission be requested to ask the Board of Commissioners of State Institutions to set aside a right of way 300 feet wide for State Road No. 25 extending southward from the railroad overpass near the north line of the John Broward Grant in Tp. 13 S, R 21 W, to the point where said right of way centerline cuts the middle east and west line of Section 3, Tp. 14 S, R 21 E, the said 300' width to provide for 100' parkway on each side of the road going through the grounds of this institution.

STATE ROAD DEPARTMENT POLICY REGARDING COMPLETION OF PROJECTS FINANCED THROUGH THE FLORIDA STATE IMPROVEMENT COMMISSION OR OTHER PUBLIC ROAD OR BRIDGE AUTHORITY

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED by the State Road Department, that in all cases where this Department has approved or hereafter approves the construction of any road or bridge project to be constructed by this Department from funds borrowed and turned over to it by the Florida State Improvement Commission or any other public road or bridge authority, and which funds are in the amount estimated by this Department as equal to the construction costs of any such project and the anticipated interest charges on the bonds evidencing such borrowed funds during construction, and this Department has agreed or hereafter agrees to enter into a lease-purchase agreement covering such project, then and in such events this Department agrees and does hereby agree to guarantee the completion of the construction of such project and within the shortest possible time, inasmuch as it will be guaranteeing its own estimate of such costs.

BE IT FURTHER RESOLVED, that in the event the borrowed funds for any project requested by a county are insufficient to complete the construction of the project, then all advances of state road funds by this Department to complete such project shall be repaid out of surplus gasoline tax funds of such county not otherwise previously committed and obligated.

LEASE OF CERTAIN PROPERTY IN KEY WEST

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board agreed to proceed immediately with the necessary details to advertise for bids on the lease of the property of the Department situated at the intersection of the Overseas Highway and Roosevelt Boulevard in the City of Key West, Florida.

DELEGATIONS AND REQUESTS BROWARD COUNTY

County Attorney John Lloyd of Broward County was present, and appeared before the Board with the delegations from Dade and Palm Beach Counties in the interest of the right of way on State Road 9, as indicated under that caption below. (See Palm Beach County.)

DADE COUNTY

County Commissioner Hugh Peters and County Engineer Earl Rader represented Dade County.

Advance of Funds for Road A1A in Haulover Beach Area

Mr. Peters spoke in behalf of two additional pedestrian underpasses (10'x10') on Road A1A in the Haulover Beach area where Dade County is developing a \$1,000,000 public park, and asked the Board to approve the county's requests for (1) permission for these underpasses and (2) for the advance of \$80,000 of the now unobligated 80% surplus gasoline tax funds to the credit of Dade County, to enable the County to proceed with the construction of the said underpasses, as set out in the resolution of the Board of County Commissioners dated August 12.

On motion of Mr. Fultz, seconded by Mr.

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Guernsey, the Board voted to grant permission for the two additional underpasses, and to advance the sum of \$80,000 to Dade County, to be used by said County for the construction of said underpasses, same to be repaid in accordance with the Department's policy covering advance of funds for rights of way, *Provided* Dade County shall have first conveyed to the State Road Department title to the right of way for the new location for State Road A1A through this area.

Plans for Baker's Haulover Inlet Bridge

Mr. Rader presented a County Commissioners' resolution asking the Department to employ private engineering services for the hastening of securing a War Department permit for the construction of a new bridge on A1A over Baker's Haulover Inlet and the preparation of plans and specifications for said bridge, and offering for Dade County to pay one-half the cost of such engineering services provided said one-half of such costs do not exceed \$21,000.00. In the discussion, Mr. Rader agreed that the County would be willing to contribute the sum of \$21,000 towards the cost of survey and plans, if the Department would employ sufficient special engineering personnel to proceed promptly with this work and complete it within the next four months.

On motion by Mr. Fultz, seconded by Mr. Guernsey, the Board agreed to accept this proposition upon receipt of a new resolution from the County Commissioners of Dade County covering the agreement and the payment of the sum of \$21,000 by Dade County.

Old Right of Way on Section 8706, Road A1A, Deeded to County

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department has approved a relocation of a portion of new State Road A1A (formerly Road 140) Section 8706, in Dade County, Florida, from the North line of Baker's Haulover and running North to the North boundary of North Dade County Park (North boundary of Lot 75 according to a plat of Tatum's Ocean Beach Park Subdivision); and

WHEREAS, the State Road Department has operated, maintained and controlled, continuously and uninterruptedly, for more than four years that portion of the existing State Road A1A (known as old Beach Road or old State Road 140) beginning at the North retaining wall of Baker's Haulover and running North to the North boundary of North Dade County Park (North boundary of Lot 75 according to a plat of Tatum's Ocean Beach Park Subdivision) as shown in orange color on right of way map attached to and made a part hereof; and

WHEREAS, when the new State Road A1A (old Beach Road or old State Road 140) will no longer be required or necessary in the highway system of the State; and

WHEREAS, said lands now occupied by the said Existing State Road A1A (old Beach Road) should presently be returned to the County of Dade, Florida by proper conveyance, subject, however, to a provision that the State Road Department be given the right or license to use and maintain said road until the new State Road A1A has been completed and opened to the public, at which time said license shall cease, and upon due consideration thereof,

NOW, THEREFORE, BE IT RESOLVED that the State Road Department convey to the County of Dade, Florida, by proper instrument, all right, title and interest it may have in and to the above described property reserving and retaining unto said Department the right to use and maintain said property until such time as the new State Road A1A is completed and open for use by the public; and

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded to the Board of County Commissioners of Dade County at Miami, Florida.

Right of Way for State Road 9 (See under Palm Beach Co.)

DE SOTO COUNTY

Chairman H. C. Avant and Member D. J. Jones of the DeSoto County Board of County Commissioners, and Mr. P. P. Speer, City Recorder of Arcadia, appeared to request construction of Road 72 from Arcadia to Sarasota. The availability of funds was discussed.

On a motion by Mr. Campbell, seconded by Mr. Guernsey, the Department agreed that if DeSoto County would apply the \$90,000 in its surplus gas tax fund, the Department could use \$75,000 of Federal Aid Secondary funds, and would set up in its 1948 Budget any additional funds needed to construct this road in 1948.

DIXIE AND LAFAYETTE COUNTIES

The delegations from these two counties were the following: Dixie—Chairman Roy Hendry and all members of the Board of County Commissioners, former Senator K. Griner and Cauley C. Copeland, Clerk. Lafayette—Chairman Elbert Pearson and all members of the Board of County Commissioners.

Mr. J. H. Dowling, consulting engineer for the two counties, appeared with these delegations, and Mr. C. H. Overman, Director of the State Improvement Commission, sat in the meeting during this conference.

Mr. Dowling advised the Road Board that they had submitted resolutions making application for financing the road improvement program in the two counties through the State Improvement Commission. He said they had laid out 45 miles of road in Dixie County, at an estimated cost of \$800,000. He was advised that the policy of the State Board of Administration limited to 15 years the time for payment, and required the securities to be one and one-half times the value of the projects to be financed in this way, which would limit the program in Dixie County to a maximum of \$600,000, since the total anticipated 80% surplus gas tax fund revenue for Dixie County in the next fifteen years is \$900,000.

Mr. Dowling stated that the program for Lafayette County calls for 53½ miles at an estimated cost of \$550,000, and was advised that in line with the policy of the Board of Administration this should be reduced to \$500,000.

Inquiry was made concerning the Steinhatchee River Bridge, near Stephensville, and the delegation was advised that application for the War Department permit has been filed, and that some of the steel has been delivered on the job.

HILLSBOROUGH COUNTY

Chairman Fred W. Ball, Member E. W. Simmons of the Board of County Commissioners, and County Engineer E. W. Carroll were present from Hillsborough County.

Mr. Carroll filed a letter from the Board of County Commissioners dated Sept. 6 listing the 19 requests of said Board for the Road Department's 1948 Budget, and asked for their consideration. Copies of the list of requests were furnished also to Mr. Courtney Campbell and to Division Engineer S. P. Turnbull.

Drainage on Road 45 North of Tampa

Mr. Carroll referred to the recent survey of local drainage problems along Road 45 in the vicinity of Sulphur Springs made by Mr. Scott Reynolds, Drainage Engineer for the Road Department, and he asked the Board to study Mr. Reynolds' report and to help the County in this situation.

On motion of Mr. Campbell, seconded by Mr. Guernsey, the Board authorized assistance to Hillsborough County in improving the drainage situation in this area in line with the recommendations of Mr. Reynolds, Drainage Engineer.

Alafia River Bridge, Road 39

Mr. Simmons asked what had been done about the bridge on the Plant City-Picnic Road, No. 39, over the Alafia River, where the truck fell through. Mr. DeGarmo advised that a survey had been made, and an estimate of the cost of repairs to this bridge and two relief bridges was between \$45,000 and \$50,000.

On motion of Mr. Campbell, seconded by Mr. Fultz, the Board authorized participation in the cost of repairs of the above bridges, provided the County Commissioners furnish the Department with a resolution agreeing that Hillsborough County will pay one-half the cost of said repairs.

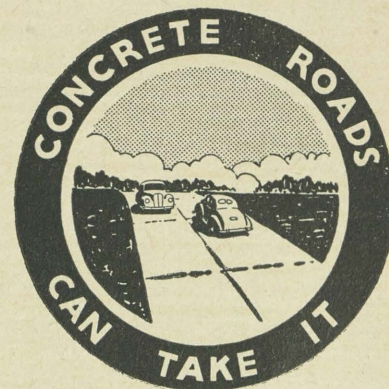
Repair to Farm-to-Market Roads Used as Detour Road 60

The Board gave consideration to a resolution from the Board of County Commissioners dated August 22 asking immediate repairs to certain farm-to-market roads south of Plant City which they claimed suffered severe damage when used as a detour during the construction of Road 60 (formerly No. 79).

On motion by Mr. Campbell, seconded by Mr. Fultz and passed, the Board authorized the necessary repairs made without delay to the sections of the Simmons and Walden Roads in Hillsborough County which were used as a detour during the construction of Road 60.

INDIAN RIVER COUNTY

A resolution from the Board of County Commissioners of Indian River County requested the Department to rescind its previous action authorizing work on Road 512 in Indian River



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County from Sebastian to Fellsmere, and substitute in lieu thereof work on the road from Fellsmere via the Fellsmere Sugar mills to Road 60.

On motion by Mr. Fultz, seconded by Mr. Guernsey, the above substitution was agreed to by the Board, with promise to make every effort to obtain P. R. A. approval and to expedite this work.

LAFAYETTE COUNTY (See Dixie)

MARTIN COUNTY

Senator Evans Crary and County Road Superintendent A. A. Hendry, Jr. were present from Martin County, in the interest of the construction of a new draw span and bridge tender's house on the bridge over the Indian River at Jensen.

Mr. DeGarmo was asked to give the Bridge Engineer's report on this new construction, which said report recommended a bascule span to meet the regulations of the War Department, which if brought up to modern width of 24 feet would cost \$390,000. Senator Crary stated he would like to see both the Jensen Bridge and the Stuart Bridge constructed, but with the estimated cost of the Jensen Bridge so much higher than expected he thought it better to take up these projects again with the local people.

Senator Crary invited the Board to hold its November meeting at Stuart, but was advised that all of the fourth quarter's meetings had been scheduled, but the Board would be glad to consider his invitation at some other time.

NASSAU COUNTY

The Board gave consideration to the resolution from the Board of County Commissioners of Nassau County making application for an advance of funds for the acquisition of right of way for Roads 15 and 115.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the request of Nassau County for an advance to said County from the 80% Surplus Gas Tax Funds of said County monies in a sufficient amount to cover the cost of acquiring the necessary rights of way for Roads 15 and 115, is hereby granted, and the Department's Right of Way Division is authorized to proceed to arrange for such loan, *Provided*, it is understood with the County that the advance of approximately \$5,239 for Road 115 is made under exceptional circumstances and under full realization that same is not in line with the Department's policy, and therefore with the agreement that said amount for Road 115 shall be repaid in full in the year 1948.

PALM BEACH COUNTY

County Attorney Harry A. Johnston appeared from Palm Beach County.

The Board considered the resolution of the Town Council of the Town of Riviera Beach (1) requesting that the construction work contemplated on Road 5 through the said town be postponed until the coming spring; and (2) that the needed minor repairs be made immediately. Mr. Johnston spoke in behalf of these requests.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board agreed to postpone until Spring the proposed construction work on Road 5 through the Town of Riviera Beach, *Provided*, a resolution concurring in the request of the City be submitted by the Board of County Commissioners of Palm Beach County.

Mr. Johnston was advised that routine maintenance work would be the only temporary repairs that could be made on this road at this time.

Map for R/W for Section 9306, Road A1A

Briny Breezes in Palm Beach County

Mr. Johnston presented a resolution from the Board of County Commissioners of Palm Beach County asking the Department's consent to their making use of the revised right of way map prepared by the County Engineer and approved by the State Highway Engineer for Section 9306, Road A1A, and that the County be allowed to prepare all right of way instruments and secure the execution of same and to then transfer the entire right of way to the Department.

The Board gave its approval to this procedure.

Funds for Construction of Singer Bridge

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that under the lease-pur-

chase agreement covering Singer Island Bridge heretofore executed by this Department with Palm Beach County pursuant to authority of resolution adopted at the Department's meeting of June 28, 1947, the lease-purchase rentals shall be paid from the first gasoline tax fund, inasmuch as the said bridge to be constructed replaces the existing bridge already under State maintenance as a part of the state maintained system of roads.

RIGHT OF WAY FOR ROAD 9—DADE, BROWARD AND PALM BEACH COUNTIES

The combined delegations from Dade, Broward and Palm Beach Counties were before the Board in the interest of the acquisition of the rights of way for State Road 9.

Mr. Johnston of Palm Beach County read to the Board a resolution from the County Commissioners of his county setting out existing conditions as they relate to the proposed location of State Road 9 through Palm Beach County, and the several reasons why the said Board considers the acquisition of the rights of way through several highly developed areas an emergency that requires prompt and satisfactory handling, and making application "that the Road Department from time to time as required, advance to this Board necessary funds to be used as the actual outlay in case for the purpose of acquiring parcels of land for right of way for State Road No. 9, and that the purchases thereof be individually approved by the Right of Way Division of the State Road Department," out of the now unobligated 80% surplus gasoline tax fund of the county, and Mr. Johnson asked that this request of the County be granted, and also that the matter be expedited by the Road Department's placing a man in Palm Beach County to handle this work exclusively and promptly.

The Chairman explained to the delegations from the three counties present during this conference, that the acquisition of the right of way for Road 9 could be considerably expedited if the several counties would not ask for Federal participation in the cost of this right of way, because this work could then be done in sections without the delay of first obtaining P. R. A. approval on the entire project.

Special Personnel Advance of Funds and Special Handling of R/W

On motion by Mr. Fultz, seconded by Mr. Campbell, the Board agreed to place special personnel at the State Road Department's Fourth Division Headquarters at Fort Lauderdale, to give full time to aiding the counties in the acquisition of the necessary right of way for Road 9; and agreed further, that advances of funds under the Department's general policy covering such advances will be made to the counties from time to time for the purchase of such right of way which has first received the approval of the Right of Way Division for this purpose.

SEMINOLE COUNTY

Senator Lloyd Boyle, Representative M. B. Smith and County Commissioner B. C. Dodd were present from Seminole County. Senator Boyle told the Board they came to ask that the sum of \$48,000 set up in the 1947 budget for Project 7700, Road 425 in Seminole County, known as the Gabriella-Wagner or the Tuskawilla Road, be transferred to the construction of Road 434, known as Lake Howell Road, from State Road 15 to Road 426, with the promise that the County would furnish the survey of Road 434 at its own expense, including additional right of way; and further, that if the present existing county right of way be found acceptable to the Road Department and the said survey can be eliminated, the County would agree to maintain the said section of Road 434 upon its completion.

Mr. Smith told the Board he had discussed this matter with Mr. Robert T. Carleton and found it agreeable to him.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the Board agreed to this change in the budget upon receipt of a resolution from the Board of County Commissioners of Seminole County making this request.

TAYLOR COUNTY

Mr. Joe H. Scales, Jr., Chairman of the Gulf Coast Short-Cut Association, and President of the Taylor County Chamber of Commerce, was

accompanied by Mr. Thomas A. Leonard, Executive Secretary of the said Chamber of Commerce, in appearance before the Board in behalf of the completion of the "missing link" in the Gulf Coast Highway, the 18-mile unconstructed section of Road 30 between Wakulla and Perry. Mr. Scales reviewed their activities in the interest of this road and told the Board that as far back as 1920 Taylor County had paved 20 miles west of Perry with the understanding at that time that the State would complete the road to Wakulla. He urged the Department to make a survey to determine the general route, the feasibility of the project, and whether or not the cost of its construction would be prohibitive. He spoke of the proposed development of extensive pulp wood and lumber industries along the route, which cannot materialize until there is a road to get into and out of this area. He pointed out the saving of some 31 miles in distance when direct traffic can go over this route between Pensacola or Panama City and points along the lower West Coast of Florida.

WAKULLA COUNTY

A resolution was received from the Board of County Commissioners of Wakulla County asking the immediate construction of Road 375 from Sopchoppy via Sanborn and Smith Creek to the Leon County line, to be financed through the State Improvement Commission, which the Board referred to the said Commission.

CLOSING OF ROAD 94

Mr. Fultz reported the unfit condition of the bridges on Road 94, the loop road south of the Tamiami Trail, and told of the requests he had received for the closing of this road for repair of the bridges and in order that the road, which is the only high spot in this area, might be reserved for the feeding of turkeys and other wild game during the present extreme high water.

On motion by Mr. Fultz, seconded by Mr. Guernsey, the Board ordered the road closed entirely to traffic until the essential repairs can be made to the bridges, provided the State Wildlife Officer for this District places a man there to protect and feed the turkeys using this road for refuge. Also, that the State Highway Patrol be notified of this action.

INVITATIONS FOR MEETINGS

The Board received and considered invitations from the City Council of Arcadia, the Chamber of Commerce and the Board of County Commissioners of DeSoto County for an early meeting to be held in Arcadia, and an invitation from the Board of County Commissioners of Manatee County, joined in by the Board of Realtors and the Chamber of Commerce of Bradenton, for the November meeting to be held at Bradenton. They asked the Secretary to acknowledge these invitations, with expression of the Board's appreciation, and to explain that since a meeting had already been set for Pensacola on October 27, and one at Miami early in December; and that since the law requires quarterly meetings at Tallahassee which will necessitate the November meeting's being held here, it would be impossible to schedule a meeting for either Arcadia or Bradenton at this time, but that the Board hopes to be able to accept these kind invitations at some later date.

ADJOURNMENT

With agreement by the Members to meet in Pensacola on October 27, the meeting was adjourned.

Practically all construction and reconstruction on the State Maintained System had to be deferred during the war.

The State Road Department has budgeted \$31,462,000 dollars for construction on the State Maintained System in 1946.

An estimated \$166,000,000 will be required to put the State Maintained System in adequate condition.

Adequate maintenance of the State System will require approximately \$6,000,000 a year.

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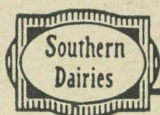
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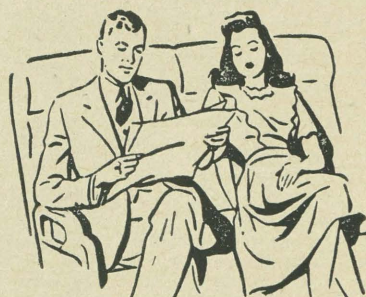
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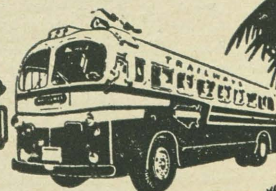


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Cooperative Spirit Between the State Road Department and County Commissioners Never Greater

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Resident Attorney, State Road Dept.

Not many years ago there was considerable competition and some ill feeling between the State Road Department and the County Commissioners concerning the division of the state gasoline tax funds. This condition resulted largely from the then existing statutory method of distributing the tax. This method was undependable and subject to legislative change at any session. The amounts of the gasoline tax distributed to the counties varied according to "credits" given counties by the state for their prior contributions to state road construction. Several counties were "paid out" their credits from time to time but their road bond indebtedness remained unretired. This statutory method appeared to perpetuate a condition of high interest rates on county road and bridge bonds with frequent refundings and with no prospect of stable, unvarying revenues being guaranteed to the counties in sufficient amounts to liquidate their road bond indebtedness with balances over for local road and bridge construction and maintenance purposes. This resulted in some mismanagement of the county road bond debt and the draining off of funds for debt purposes which might otherwise have been saved for road construction and maintenance. The State Road Department on its part had the problem of providing for a growing state highway system with little prospect of additional revenues under the existing set-up.

The 1941 Legislature was expected to be the scene of a great battle between the State Road Department and the County Commissioners over the division of gasoline tax funds.

However, through the astute leadership and persuasiveness of Governor Holland and after much negotiation, the contending forces wisely agreed to a compromise plan which resulted in the adoption of the state constitutional provision known as Section 16, Article IX. This provision guaranteed to the counties the proceeds of 2 cents tax on gasoline for fifty years, the funds to be administered by the State Board of Administration primarily for debt retirement. These proceeds are monthly divided among the counties on the basis of their respective populations, areas and contributions to the construction of state roads prior to July 1, 1931. Each county's share is used first to pay annual maturing principal and interest on its part of the \$100,000,000 county road and bridge bond indebtedness incurred to build roads during the Florida boom. After these bond payments are annually provided for, any balance in a county account is declared surplus and 80% thereof is remitted to the State Road Department for the construction of state roads in the county or for the lease or purchase of roads or bridges therein; and the remaining 20% is remitted to the Board of County Commissioners for use on roads and bridges in the county.

Adoption of the amendment guaranteeing the Second Gas Tax to the counties for 50 years effected a permanent solution of the county road and bridge debt problem. Under the present rate of gas tax yields only two counties are required to supplement these receipts by ad valorem taxes in order to provide for their Road and Bridge debts and 41 counties are receiving surplus distribution. Uniform administration of these debt service funds was placed in the hands of the

State Board of Administration with full powers of calling, refunding and managing the indebtedness. This added authority gave the State Board the ability to largely treat the county road bond indebtedness as a state obligation and use the best techniques for liquidating it at the earliest possible time, resulting in a maximum saving of gas tax receipts which can be devoted to current road improvements.

The counties having been guaranteed 2 cents of the gasoline tax for 50 years agreed that the State Road Department should receive four of the seven cents a gallon gasoline tax.

The counties in agreeing for 4c of the gasoline taxes to go to the Road Department recognized that the Department had a tremendous job of financing the construction and maintenance of approximately 9,000 miles of state roads and bridges. Florida, a tourist and agricultural state and increasing in importance industrially, is vitally dependent upon an adequate transportation system, irrespective of county boundaries.

After this great settlement had been reached between the Road Department and the counties by the ratification of the Gasoline Tax Amendment, cooperation between the counties and the Department became much easier and the successful operation of the amendment and the benefits accruing under it amply rewarded the cooperative spirit which gave it birth.

During Governor Caldwell's administration, under the far-sighted program of Chairman Bayless, the State Road Department has established a fixed policy of spending the 80% gasoline tax surpluses on state road and bridge projects selected by the County Commissioners of the

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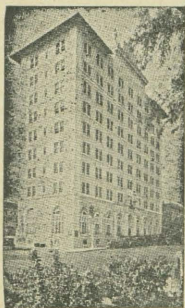
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county in which such surplus is expendable. This policy further exemplifies the new spirit of cooperation.

On primary Federal Aid road projects the Department now makes advances of state road funds for right of way acquisitions where the county in which the project lies is unable to acquire the right of way out of current county funds. Such advances are repayable out of 80% surplus gasoline tax funds of the county irrespective in many cases of the remoteness of the time when such surplus funds may finally accrue to the county. This policy supersedes a long continued state policy requiring the counties to bear the entire expense of acquiring rights of way solely out of county funds.

At the 1947 Legislature the County Commissioners and the Road Department cooperated in securing the passage of an act authorizing advances of state road funds for constructing local state road projects to be repaid out of future county surplus gasoline tax funds.

Another important act sponsored by the Road Department and the counties was enacted at the last Legislature. It authorized the Florida State Improvement Commission, on request of the counties, to borrow money to finance local road and bridge projects to be constructed by the Road Department. Such borrowed funds are to be repaid, under lease-purchase agreements between the Department and the Improvement Commission covering the completed road or bridge projects, out of surplus gasoline tax funds or other road funds. This plan permits a county receiving gasoline tax surpluses to obtain local roads for the public to enjoy now rather than having to wait for the surplus money to accrue over a period of years in sufficient amount to finally construct the desired projects.

However, the most important piece of legislation sponsored jointly by the Road Department and the counties at the 1947 Florida Legislative Session was the proposed Constitutional Amendment (HJR 1269) providing that taxes on gasoline (except aviation fuel) shall be used only for road or street purposes. It guarantees the proceeds of the four cent gas tax to the State Road Department. The seventh cent tax on gasoline now going for general fund and school purposes is guaranteed to the counties, distrib-

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uted on the same basis as the 2 cent gas tax as provided in Section 16, Article IX of the Constitution, except that 80% surplus funds of any county shall be expended for state roads therein as directed by the Board of County Commissioners of the County. The proposed amendment does not disturb the two cent gas tax distributed under Section 16, Article IX. The amendment will take effect July 1, 1949, if ratified at the General Election in 1948.

This anti-diversion amendment of gasoline tax funds will aid the counties in the following ways:

(a) Counties such as Orange, Pinellas, Hillsborough and one or two others will no longer have to levy ad valorem taxes to make up deficiencies in their shares of the gasoline tax in meeting payments on their county road and bridge bonds;

(b) Provide funds to construct and maintain local county roads and streets designated state roads;

(c) Provide funds to buy rights of way and save counties this expense;

(d) Make it possible for many counties not now receiving gas tax surpluses to receive them, which can be used to finance over a period of years through the Improvement Commission as above explained, local road or bridge or farm to market projects. This plan should render it unnecessary to hereafter finance any local road projects out of ad valorem bonds.

Florida, a tourist and agricultural state, depends largely on its roads and bridges for its economic life, yet diverts 40% of its highway user revenues to non-highway uses. It has the worst record in the nation in this respect. Nineteen states have adopted anti-diversion highway user Constitutional Amendments covering all highway use revenue. This amendment would not touch the license tag money going to schools, but only the seventh cent gas tax would be given to the counties. Its adoption will give enormous relief to the counties, and guarantee a constant, dependable source of revenue for state roads and local roads and streets. There can be no effective modernization of our highways and relief of our motorists from traffic congestion and highway hazards unless a dependable and continuous source of revenue for highway construction and maintenance is earmarked and set aside for such purposes.

This spirit of cooperation between the Road Department and the County Commissioners is resulting in a balanced road system of main arterial

highways and local roads which is necessary to continued progress and prosperity in our state.

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INTERSTATE ROUTE LINK IN SOUTH JACKSONVILLE NEARS COMPLETION

An important link in the Florida Interstate System is approaching realization as Part I of Job 7207-207 on US 90 south of Jacksonville nears completion. This is a part of the eastern Interstate route from Houlton in northern Maine to Key West in Florida.

While many miles of road on other parts of the Interstate routes in Florida have been improved in accordance with needs of the particular area this is the first section constructed to the standard popularly expected for Interstate system highways.

On this highway there is now under construction and rapidly nearing completion, a 16 mile project, beginning within the city limits of Jacksonville and extending south to a point near the Duval-St. Johns county line. Of this mileage, 14.21 miles is being constructed as a Federal Aid project with the Federal Government providing 50% of the total cost. The south 2.95 miles are being constructed entirely with state funds.

The municipal section of 0.7 mile and a highway section of 0.2 mile has a six lane roadway with a 14 foot parkway separating the north and south traffic. Curbs line the parkway and curb and gutters and sidewalks are provided on either side of the roadway.

The remainder of the project is a two lane pavement 24 feet wide which is obtained by constructing 2 ft. widening strips either side of the present 20 ft. concrete pavement.

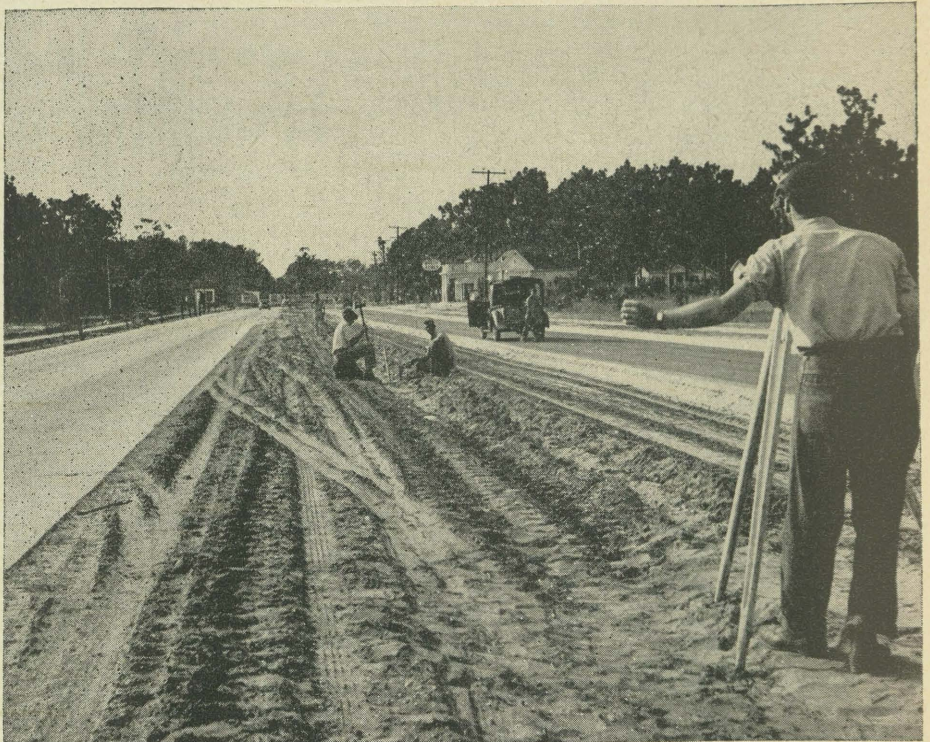
The six lane section is entirely new construction featuring eight inch Ocala lime-rock base laid on a highly stabilized sub-

grade, surfaced with two inches of hot mix asphaltic concrete pavement consisting of a binder and surface course.

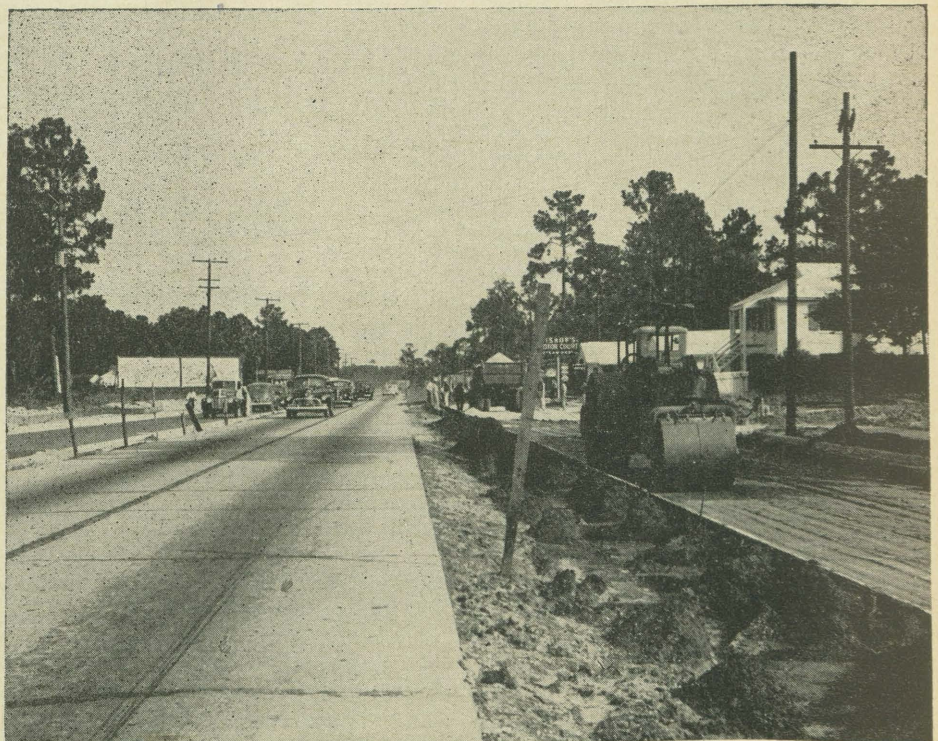
In the very near future, or as soon as the necessary right of way can be obtained, an additional 24 ft. two lane pavement on the east side of the presently constructed or existing rural highway will be constructed so as to provide a four lane paved road with parkway between Jacksonville and St. Augustine.

The contractor on the project is the Duval Engineering and Contracting Company of Jacksonville who was the successful bidder for the work at the February 13, 1947 letting, with a total bid of \$419,262.92. This has subsequently been increased by \$56,000.00 to \$475,262.92.

The contractor began construction March 17, 1947 and is making excellent progress, being actually ahead of schedule at the present time.



Setting grade stakes in Parkway.



Foreground right—Rolling stabilized subgrade with Huber ten ton roller.
Background—Laying 8" Ocala Limerock base.

THE H. & W. B. DREW CO.

NEW AND REBUILT LEVELS
Transits Repair Service - Blue
Printing

Agents—KEUFFEL & ESSER CO.
Jacksonville, Florida

Crenshaw Bros. Produce Company

Tampa

Florida

Solomon's Dairy, Inc.

DAIRY PRODUCTS
Grade "A" Milk—Raw and
Pasteurized
Wholesale Ice Cream
QUINCY, FLORIDA

B. D. McINTOSH

Yellow Pine and Cypress Lumber

ALTAMONTE SPRINGS, FLA.

Phone 1307-R
WINTER PARK LINE

IT HAPPENED IN FLORIDA.....

By

JULIA REHWINKEL HOLLAND

A Miami garbage truck driver and his negro assistant may be \$3,800 richer if the owner of the two-carat diamond ring they discovered in garbage collected from a northwest Miami apartment house cannot be found.

The question of whether diamonds during courtship are a luxury or a necessity was recently thrashed out by the Jacksonville city council. The question was raised when Councilman Joseph H. Ross, opposing a telephone tax bill, said the telephone was a necessity and taxes should be placed instead on such luxuries as diamonds.

The home of Elias Friedman in East Shendoah, Miami, is numbered as 3275 S. W. First Avenue, but it faces both S. W. Sixteenth Avenue and S. W. Third Avenue. The house was built on three lots pointing together.

Reverend E. H. Lantz of Tampa, who was a carpenter before he studied for the ministry, has built a second-story addition to his house almost entirely by himself in his spare time. He began the work in January, 1946, and completed it only a short time ago.

Released from the Miami Beach jail after being arrested on vagrancy charges when police learned she and her 7-year-old son had been living on the grounds of a hotel closed for the summer, Mrs. Pauline Frederick refused the job responsible for her release. She told the rooming house operator offering the job "I've been running away from better places than this and I'm supposed to be grateful to you!"

The bus was crowded from Green Cove Springs to Jacksonville and there was much grouching about hurting corns and elbows gouging others ribs, but there was one man who didn't grouse though he stood up all the way from Green Cove to Jacksonville. He admitted his corns hurt, too, and it was no fun to have your ribs gouged by sharp elbows, but he was on the way to meet his son who'd come all the way from Seattle and whom he hadn't seen for a year. It was worth the trip in spite of the corns. Besides, neighbors are neighbors, the man said, and what's worth a dime in human life if you can't swap inconveniences as well as fun?

A night-singing bird which dodges shoes and epithets with equal facility and even eludes a Humane Society huntsman has been causing Mrs. Hollie Dean, manager of the Gleason apartments, Miami, many sleepless nights. She says it is no longer funny because lack of sleep is becoming a menace to health.

Mrs. F. E. Wedge of West Palm Beach owns a cat that is constantly of two minds, the front end and the back end. His name is Seymour and he doesn't exactly lurch when he walks, but his hind quarters wander from side to side like a dinghy towed by a larger boat. Throughout, his tail remains straight in the air, acting as a rudder.

Many things more interesting than just plain banana stems are oftentimes revealed when the hatch covers of a Tampa fruit boat are removed and various forms of Central American wild life emerge. Perhaps the most common fear evoker is the huge furry tarantula, whose bite is rumored to be deadly to a horse and to make a man run a high fever, but deadly snakes and a queer little beast called a banana possum are among the more familiar species.

St. Augustine, the oldest city in the continental United States, celebrated its 332nd birthday on September 8.

Seven giant Galapagos land tortoises weighing from 250 to 500 pounds each, whose average span of life is said to be 200 years, are the latest addition to the menagerie at the St. Augustine Alligator Farm.

Ocklocknee Brick Company, one of the state's oldest brick manufacturing plants, has returned to normal pre-war operations and now produces brick at the rate of 600,000 per month. This plant, though frequently idle during the war, has produced 200,000,000 bricks since the turn of the century.

Miss Katherine Boggs, a Naples school teacher, with the assistance of trans-Atlantic telephone and Lee County Judge Hiram Bryant in Ft. Myers, became the bride of Sgt. William J. Ludlum, more than 4,000 miles away in Heidelberg, Germany. The ceremony was completed in approximately seven minutes and the telephone call cost \$31.25.

Met late in May, married June 15, husband disappeared five days later with \$5,000 raised by the sale of her house, is the marriage record of Mrs. Mary Stephens Logan of Homestead. Circuit Judge N. Vernon Hawthorne on June 23, granted her an annulment of her marriage and an order that \$5,000 be collected from Vance Logan whenever he might be apprehended.

Miami police became temporary custodians of \$13,836 an elderly couple were "playing catch" with in a downtown hotel. The husband said the money was his wife's, all right, but he didn't want her to squander it. The wife finally agreed to let the money remain in police custody overnight and she would go the next morning with police escort to a bank to deposit the hoard.

Eight Great Southern Hosts

- ★ **THE ANSLEY**
Atlanta, Ga.
- ★ **THE TUTWILER**
Birmingham, Ala.
- ★ **THE JEFFERSON DAVIS**
Montgomery, Ala.
- ★ **THE ST. CHARLES**
New Orleans, La.
- ★ **THE SAVANNAH**
Savannah, Ga.
- ★ **THE KENTUCKY**
Louisville, Ky.
- ★ **THE ANDREW JACKSON**
Nashville, Tenn.
- ★ **THE O. HENRY**
Greensboro, N. C.

DINKLER HOTELS
Carling Dinkler, President
Carling Dinkler Jr., Vice President

HOTEL Floridan
JAMES B. PICKARD, MGR.

400 ROOMS
400 BATHS
Delightful Dining in
THE CRYSTAL ROOM
Cocktails and Dancing
THE SAPPHIRE ROOM

When in Tampa

HOTEL Thomas Jefferson
W.A. (RED) HENDRICKS, MGR.

150 ROOMS
150 BATHS
Be sure to visit the
STABLE ROOM
SEA COW ROOM

Summary of Important Provisions of the Outdoor Advertising Law of Florida-Held Valid by the Supreme Court-1941

This law applies to advertisements, advertising signs and advertising structures outside of the corporate limits of cities and incorporated towns in sight of the public highways. It was enacted for the purpose of making the highways more attractive and safer to travel.

(More than 500,000 unlawfully maintained advertisements, signs and structures have been removed from in sight of the highways since it was held valid by the Supreme Court in 1941.)

1. It is a violation of this Law for a person to place, post, paint, erect, operate, use or maintain any advertisement, advertising sign or structure on the property of another without written permission of the owner or other person in lawful possession or control of the property.

2. It is a violation of this Law for a person to place, post, paint, erect, operate, use or maintain any non-excepted advertisement, advertising sign or structure outside of the corporate limits of a city or town without first obtaining a Permit from

Chairman of the State Road Department and paying the annual fee therefor at rate of 2 cents per square foot for area of face of the advertisement, the sign or the structure. The minimum fee for a Permit is 50 cents—if such area is 25 or less square feet. Permit fees are not prorated on any short-term basis. Permits expire October 1 each year, but may be renewed upon prompt request and payment of the fees. A Permit Identification Metal Marker—numbered same as the Permit—is furnished with each Permit, which marker the Permittee shall promptly and securely fasten to the advertisement, sign or structure for which the Permit was issued.

3. It is a violation of this Law for the person to whom a Permit was issued, not to remove immediately an advertisement, advertising sign or structure for which the Permit was not renewed.

4. It is a violation of this Law, with definite and limited exceptions, for a person to place, post, paint, erect, operate, use or maintain any advertisement, advertising sign or structure:

(a) Within 15 feet of the outside boundary of a highway right-of-way;

(b) Within 100 feet of any church, school, cemetery, public park, public reservation, public playground, state or national forest;

(c) Within 100 feet of the intersection of highway and/or railroad rights-of-way.

5. It is a violation of this Law for a person to place, post, paint, erect, construct, operate, use or maintain any advertisement, advertising sign or advertising structure which: Involves motion or rotation of any part; displays intermittent lights—such as “off-and-on,” “flickering” and “racing” electric lights; uses the word “STOP” or “Danger,” or presents or implies the need or requirement of stopping or the existence of danger; is a copy or imitation of an official sign; is so placed on the inside of a curve or in any manner that may prevent persons using the highway from obtaining an unobstructed view of approaching vehicles..

6. It is a violation of this Law for a person to engage or continue in the business of placing, posting, painting, erecting, operating, using, maintaining, leasing or selling any non-excepted advertisement, advertising sign or advertising structure outside of the corporate limits of a city or town without first obtaining a State and County License from Chairman of the State Road Department and paying the annual fee therefor. The minimum fee for a License is \$90. License fees are not prorated on any short-term basis. Licenses expire October 1 each year, but may be renewed upon prompt application and payment of the fees. A person not residing in this State, or not having principal place of business or not incorporated in this State is required to furnish a Surety Bond of \$2500 conditioned that if licensed all provisions of this Law will be complied with.

Summary of Exceptions to Certain Provisions of the Law

7. The following advertisements, advertising signs and advertising structures are excepted from all pro-

THE NEW FLORIDA HOTEL

Fireproof

LAKELAND'S LARGEST AND FINEST HOTEL

A BAUMBERGER, MGR.

175 Rooms

LAKELAND, FLORIDA

175 Baths



OLDSMOBILE

CHEVROLET PASSENGER CARS AND TRUCKS

AAA HEADQUARTERS

HALIFAX MOTORS

DEPENDABLE FOR A QUARTER CENTURY

118-122 Magnolia Avenue—DAYTONA BEACH, FLORIDA

RALPH C. HENSON

CHAS. M. BICK

CARBURETOR HEADQUARTERS

Patten Sales Company, Inc.

824 N.E. First Ave.
Miami, Fla.

724 Laura Street
Jacksonville, Fla.

“Specialized Automotive Parts and Service”

visions of the law except those enumerated in Paragraph 5:

7a. Those used or maintained by the owner or lessee of a place of business or residence on land belonging to such owner or lessee and not more than 100 feet from such place of business or residence, relating solely to merchandise, services or entertainment sold, produced, manufactured or furnished at such place of business or residence;

7b. Those used or maintained on a farm or grove by the owner or lessee thereof, relating solely to products of that farm or grove, or to merchandise, services or entertainment produced, manufactured, sold or furnished on such farm or grove;

7c. Those maintained on real property by the owner or by authority of owner, advertising only that the property on which maintained is for sale or rent, price and terms, name and address of owner or representative;

7d. Signs solely to denote the route to a city, town, village, church, historic place or shrine;

7e. Signs or symbols for the information of aviators as to the location and direction of landing fields and conditions affecting safety in aviation;

7f. Signs containing 2 square feet or less, maintained at a junction or intersection of highway rights-of-way, denoting only the distance and/or direction to a residence or place of business;

7g. Signs on property showing

name of the owner, lessee or occupant;

7h. Signs on property warning the public against hunting, fishing or trespassing thereon;

7i. Historic Markers erected by duly constituted and authorized public officials;

7j. Signs advertising bona-fide Agricultural, County, District or State Fairs; and small local signs maintained at public expense for the benefit of local activities;

(NOTE: Advertisements and signs of Carnivals, circuses, shows, rodeos and the like are not excepted from any provision of the law.)

7k. Structures or shelters erected primarily for the comfort and convenience of school children and advertisements thereon.

8. Only advertisements and signs posted or placed by an activity of the United States Government and/or the

State Government and authorized Emergency Signs may lawfully be maintained on the right-of-way of a public highway.

9. *This law provides that any person who violates any of its provisions—whether as principal, agent or employee—shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than \$10 nor more than \$300 for each month during any portion of which the violation is committed, continued or permitted.*

10. The word "person" whenever used or referred to in this law means and includes individual, partnership, association or corporation.

Address communications to:

Division of Outdoor Advertising,
State Road Department,
Tallahassee, Florida.



24-Hour Wrecker Service
DECKER'S GARAGE
Welding and All Types of Repair Work
BUNNELL, FLA. Phones 2401 2362



FLORIDA CRUSHED STONE COMPANY

"BROOKSVILLE STONE"

WASHED - CRUSHED - SIZED

FOR ALL PURPOSES

Main Office: Ocala, Florida

H. N. Camp, President

S. L. Kilgore, Sales Mgr.

CONROCK, FLA.

Quarries:

GAY, FLA.



Midway Between Bok Singing Tower and
Beautiful Cypress Gardens.

VISITORS

are cordially welcomed at the large modern
citrus packing house of

**WAVERLY
GROWERS COOPERATIVE**

Waverly
BRANDS

WAVERLY, FLORIDA

A. O. GREYNOLDS CO., INC.

GENERAL CONTRACTORS

Dealers In

ROCK

--

SAND

--

SLAG

--

GRAVEL

711—25th Street—Phone 6912

WEST PALM BEACH, FLORIDA

PLYMOUTH CITRUS GROWERS ASSOCIATION

R. T. CARLETON, Secretary-Manager

ORGANIZED IN 1909

CITRUS MARKETING COOPERATIVE

MAYFLOWER AND PLYMOUTH ROCK BRANDS

PLYMOUTH, FLORIDA

RAND'S ENTERPRISES

Rand's Bus Terminal, serving Eglin Field and all Pensacola Naval Air Fields. Lines to Mobile, Troy, Andalusia, Columbus, Ga., with connections to all points. Open 24 hours a day. Excellent cafeteria with food at reasonable prices, operated in the terminal.

HERTZ DRIVESELF
DIAL 6262

STORAGE
DIAL 6262

RAND'S TAXI
DIAL 5121

SERVICE STATION
DIAL 6262

16 East Romana St.

PENSACOLA, FLORIDA

Dial 2107

MONROEVILLE BUS CO., Inc.

PENSACOLA, FLA., Selma, Ala., Bay Minette, Ala., Foley, Graceville, Ala., Evergreen, Ala.

MAIN OFFICE MONROEVILLE, ALA.

C. V. Courson General Manager

C. S. Blackledge Asst. Gen'l Manager

Florida

Celery

Three Florida areas produce winter celery. Last year the Sanford area, embracing three of central Florida's rich agricultural counties — Lake, Orange and Seminole, harvested 3,725 acres valued at \$1,912,000. This section, formerly the Winter Celery Capitol of the nation, was surpassed by the Everglades section where farms utilizing the lake bottom muck of drained swampland harvested 8,550 acres at a \$4,172,000 crop value. Over on the west coast, south of Tampa, the Sarasota area planted 1,100 acres of winter celery at a harvest value of \$697,500.

Seven counties planted a total 5,250 acres in spring celery at a harvest value of \$2,116,000. During the past decade value of the vegetable crop—spring and winter — has jumped in value from \$4,553,000 in 1936-37 to \$14,260,000 in 1945-46. The year before total harvest value reached an all-time high of \$18,820,000.

Farming in Florida ranks second only to the tourist industry. Celery production plays a leading part toward its placement at the top of the state's industrial dividends.

Excessive curves must be eliminated and right of ways widened to afford greater sight distances for safer travel in the State Maintained System.

The State Maintained System represents a present value of approximately \$225,000,000. Besides facilitating roughly 4,800,000,000 vehicle miles of travel, it returned around \$22,000,000 in taxes in 1945.

DOUBLE-HEADER PLANTING

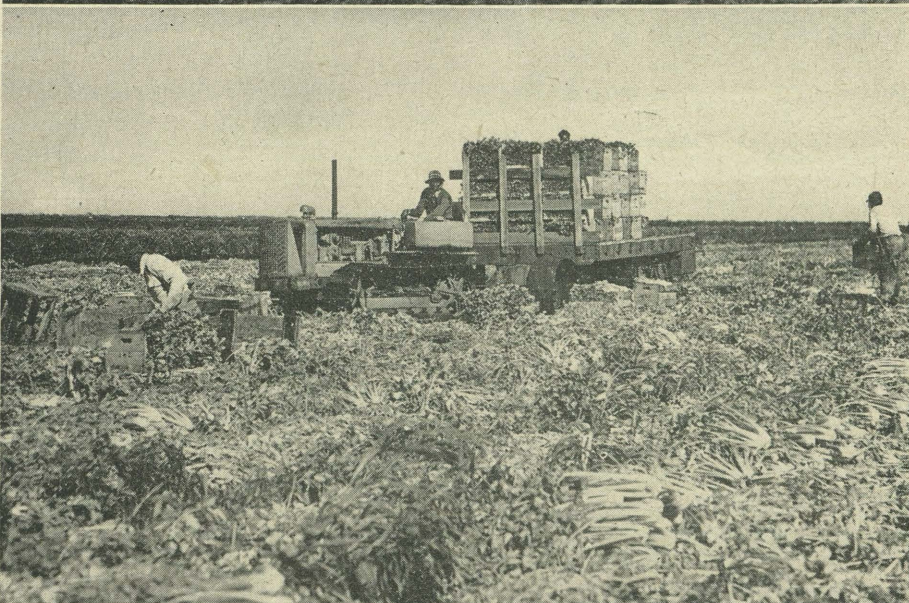
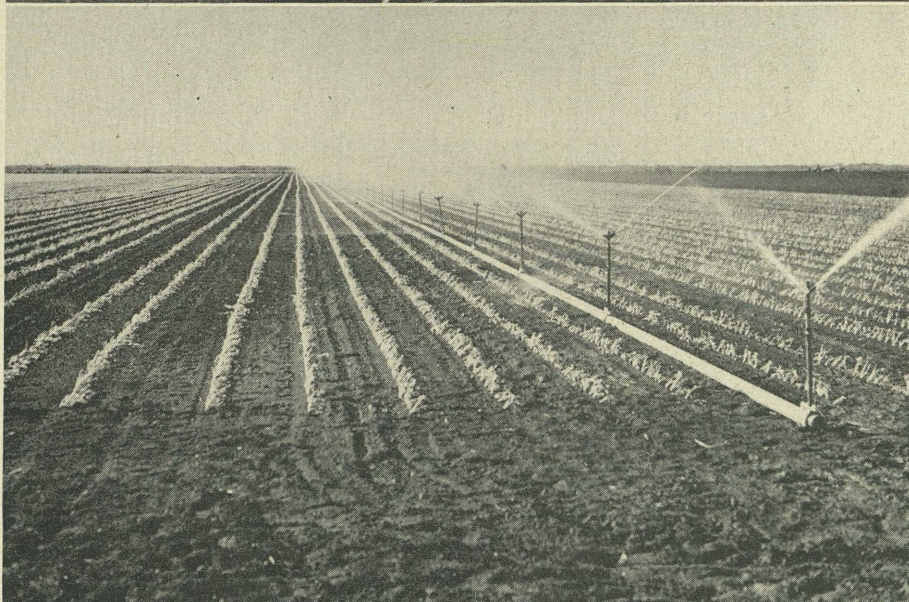
Here's a close-up of a celery planter on one of Florida's vast farms in the central part of the state. This machine sets two rows of celery at once along straight lines in this rich vegetable growing area.

CELERY GETS A SHOWER

Newly planted Florida celery gets a good dunking from extensive irrigation piping to insure crisp, healthy stalks.

GETTING READY FOR MARKET

Field workers here are harvesting crop of Florida celery for fast shipment to markets all over the nation. Stalks are first pulled and cut, then boxed and loaded on tractor-drawn trailer.





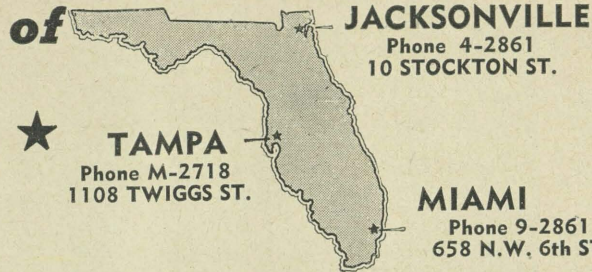
A FLORIDA ORGANIZATION TO SERVE YOU . . .

FLORIDA EQUIPMENT COMPANY

Road
Machinery

TALLAHASSEE

Representative—
J. H. (Ham) Dowling
Phone 252, P. O. Box 308



Construction
Equipment and
Supplies

OCALA

Representative—
Muse Womack
1212 E. Broadway,
Phone 647 White

Winter Garden Citrus Growers' Association



CRANE, BULL FROG, SKY KING, MOR-JUCE, SEALD-SWEET BRANDS

Affiliated With

Florida Citrus Exchange - Growers' Cooperative Marketing Association

WINTER GARDEN

P. C. Peters, Secy.-Mgr.

FLORIDA

Orlando Citrus Growers Association

CHALLENGE and SEA ROBBER BRANDS

ORLANDO



FLORIDA

I. C. C. Permit 11207

PHONE 7-6101

Neal G. Collins, General Manager

DEATON TRUCK LINE

Incorporated

BIRMINGHAM, ALABAMA, 1

Irregular Common Carriers

ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA

NORTH CAROLINA
KENTUCKY
TENNESSEE

ARKANSAS
LOUISIANA
MISSISSIPPI
VIRGINIA

EDITORIAL

(Continued from page 7)
(Petroleum Carrier vs. Florence W.

Hall) blames ill manners or lack of etiquette for the tragic consequences of highway operation. The Judge says

"what we need is a conventional code of road etiquette and to become as sensitive to it as we are to table etiquette." He thinks that when it is considered as ill-bred and rude to act the road hog or transgress road manners as it is to eat peas with a knife, thousands of lives and millions of dollars will be saved annually.

The State is spending millions of dollars to provide efficient, comfortable and safe highway transportation. If each of us as drivers will show the same courtesy to other drivers and pedestrians that we do to guests in our home we can contribute to all three of these conditions, and especially to safety.

Maybe the new motor vehicle responsibility law will result in fewer highway accidents but, if so, it will be because each of us makes some contribution in the way of more careful driving.

Let's have *wreckless* instead of reckless driving.

STATE ROAD DEPARTMENT SAFETY PROGRAM PUSHED

(Continued from Page 18)

the first and fifteenth of each month.

The number of compensable cases handled has increased steadily since the war. In 1945 there were only 154, but jumped to 273 in 1946 and totaled 213 for the first 6 months in 1947. While this increase is only keeping pace with the increased employment and activities of the Department, the record has been a disappointment to Chairman Bayless who had hoped, by an increased emphasis on safety, to reduce the rate of accident incidences. The new safety instructions issued by him are directed to that end.

ORLANDO FRUIT & PRODUCE CO., INC.

WM. (BILL) PHARR, Pres.

WHOLESALE

FRUITS AND VEGETABLES

PHONE 9829 --- LONG DISTANCE 53

105 W. Colonial Drive

Orlando, Fla.



MEDLOCK TRACTOR CO.

CASE

Quality Machines for Profitable Farming

COMPLETE PARTS AND REPAIR SERVICE

539 W. Central Ave.—Phone 2-3460

ORLANDO

FLORIDA

Buy Bearings from Bearing Specialists

FLORIDA MOTOR SERVICE, Incorporated

"The Drive-in Parts House"

DISTRIBUTORS: FAFNIR, R. B. C., TIMKEN BEARINGS
624 W. Adams St.—Phone 4-7781

JACKSONVILLE

FLORIDA

QUILLIAN'S CONCRETE

TRANSIT-MIXED CONCRETE

MANUFACTURED TO YOUR SPECIFICATIONS

PHONE 338

P. O. BOX 68

DAYTONA BEACH, FLA.

FRANKLIN ARMS HOTEL

GILMER M. HEITMAN, Owner and Manager

7 Floors of Delightful Bedrooms, each with private bath

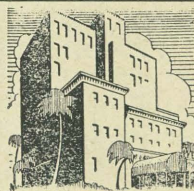
Fireproof, automatic sprinkler system

Near and overlooking the river, tropical yacht basin and park

Modern Hotel Air Conditioned Coffee Shop and Cocktail Lounge

OPEN YEAR ROUND

FORT MYERS, FLORIDA



SOUTHERN FRUIT DISTRIBUTORS, Inc.

Growers - Shippers - Canners

BLUE BIRD BRAND

Oranges, Grapefruit, Tangerines and Georgia Peaches

ORLANDO

FLORIDA

John C. Dickerson Construction Co.

GENERAL CONTRACTORS
TELEPHONE 2159 LAKELAND, FLORIDA

P. O. BOX 351

L. J. and W. L. Cobb Construction Company

Incorporated
BOX 977 GENERAL CONTRACTORS TAMPA, FLORIDA

SAN CARLOS HOTEL

PENSACOLA, FLORIDA

Home of U. S. Naval Air Station

500 Rooms—Air Conditioned Grill and Bar
W. E. Harbeson, Executive Asst. Mgr. W. W. Harbeson, Pres.-Gen'l Manager

HENDRY CORPORATION

Phone: Tampa H4811

RATTLESNAKE, FLORIDA

New Orleans Phone: Uptown 6363

LARGEST EQUIPMENT REPAIR SHOP IN FLORIDA

GENERAL CONTRACTORS • DREDGING • TOWING • ENGINEERS • DESIGNERS • MANUFACTURERS

DIXIE CULVERT & METAL DIVISION

ARMCO DRAINAGE AND METAL PRODUCTS, INC.

Jacksonville, Florida

MARKHAM BROTHERS & COMPANY

TOMATO AND BEAN CANNERS

"TWIN OAKS" AND "OAK HILL" BRANDS

OKEECHOBEE, FLORIDA

SHERMAN CONCRETE PIPE CO.

JACKSONVILLE
Phone 4-2886

TAMPA
Phone H-3556

TALLAHASSEE
Phone 2413

Telephone 484

Packing House

Center Street &

A. C. L. Ry.

LAKE COUNTY CITRUS SALES

INCORPORATED

BRUCE FLOYD, Sales Manager

P. O. Box 742

Telephone 264

Office 208-210

Cragor Building

LEESBURG

FLORIDA

Following Through.....

By

ROY C. BECKMAN

State Director of Advertising

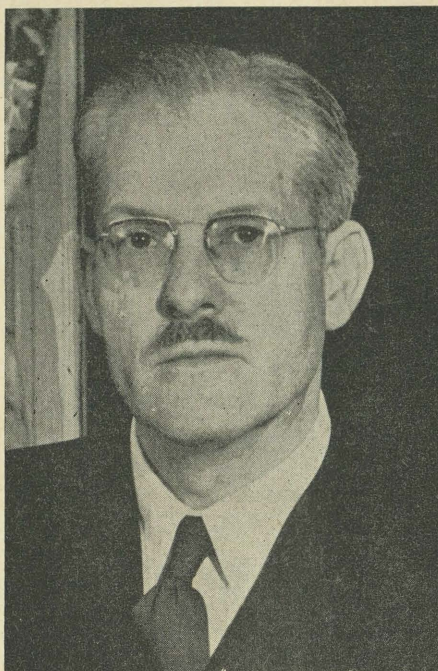
Sportsmen know the necessity of "following through" to achieve their objectives, whether it be to drop the golf ball on the green, ace the opponent at tennis, cast a fly at just the right spot in the stream, or place a hit on the baseball diamond. "Follow through" completes the cycle and lends the finishing punch to the effort.

Advertising men, who are actually salesmen, likewise know it to be a vital part in the promotion and sale of any type of merchandise. Such things as "follow up" letters, folders, and brochures have come to be a common part in selling circles.

So it is a natural thing that the Florida State Advertising Commission, determined to do the best possible job for the state in developing its industrial, agricultural and recreational opportunities, lays great stress on carrying its national campaign far beyond the mere placing of advertisements and news stories in the public press.

Inquiries resulting from these advertisements and publicity articles in magazines, newspapers, trade journals, and radio announcements reach the Tallahassee headquarters in two ways. Either a coupon, clipped from an advertisement, or a personal letter is received. During the past year and a half, 250,000 of these letters and coupons flooded the offices, sometimes at the rate of 1,000 a day. They were prompted by messages in the advertisements, articles on Florida, illustrations, or a combination of the three, and usually requested the free booklet offered to all who wanted to know more about the Sunshine State.

Letters ask many questions, often too detailed to be answered by the regular direct-mail booklet, so early in the program it was determined to provide a library of information that could be sent directly from the Commission offices. First, of course, was the direct-mail booklet, a 48-page brochure illustrated with 107 color photographs, an official map of Flor-



ROY C. BECKMAN

Florida's state director of advertising, Roy C. Beckman, supervises the largest state promotion expenditure in America with the skill born of experience.

Fresh from four years of war service for Uncle Sam in the U. S. Navy Department and U. S. Department of Agriculture, the Michigan-born Beckman was selected by the nine-man Florida State Advertising Commission to conduct its campaign that opened in 1946. His background of ten years in the newspaper game, twenty years as a publicist and advertising man, and the kindred arts of radio, art, photography and public speaking, have proved invaluable in administering a successful national program.

The tall, grey-haired, soft-spoken director has a long record of achievement to his credit. It includes two years of promoting Arizona's "Valley of the Sun," three years of aid to Southern California's All-Year Club, a year as advertising director of the famous Biltmore Hotel in Los Angeles, and assistant publicity director of both the San Diego Exposition of 1935-36 and the Golden Gate Exposition that followed in San Francisco Bay.

In the Pacific Northwest he served as reporter, feature writer, city editor, and columnist on leading newspaper; also a hitch in the Army during World War I. Mr. Beckman is an ardent deep-sea fisherman and a talented musician.

ida, and a wealth of data on the assets of our great state.

Augmenting it, however, are lists

of chambers of commerce, newspapers and magazines, calendars of events, trailer courts, tourist courts, hotels, state parks, colleges and universities, gardens, and data on taxes, population of counties, and climate. Communities throughout the state that publish booklets, folders or other "literature" cooperate by sending supplies to the Commission for mailing when inquirers ask about several sections. If the writer names but one city, his letter is sent directly to the chamber of commerce there for reply.

(Continued on Page 40)

TAMPA ARMATURE WORKS

Electrical Repairs

Tampa

Florida

P. O. BOX 219—PHONE 24-651

CASH & CARRY LUMBER COMPANY, Inc.

LAKELAND ♦ FLORIDA

PIONEER MOTOR SALES CO.

L. E. Will, President

Phone 10

AUTO PARTS AND REPAIRS

BELLE GLADE, FLORIDA

BAILEY MOTOR EQUIPMENT CO.

Automotive - Marine - Industrial
Carburetors - Governors - Ignition
Fuel & Oil Filters - Air Cleaners

78 N. Garland St.

Orlando, Fla.

Two-Way Service Provided

Although all inquiries are promptly answered, and each letter is personally signed by the director, the Commission gives a two-way service that aids all of Florida as well as the writers.

That is provided by bulletins and materials sent regularly to rail, bus, air and steamship lines, utilities companies, chambers of commerce, resorts and attractions, and certain civic organizations.

Every Tuesday, the mailman picks up a bag of mail at the Commission offices containing "keyed" lists of names and addresses of those who have written us the week before. During the Fall and Winter seasons, these lists total 5,000 names each week and are cut to around 2,000 during the summer period. They are sent to the group of companies and organizations that play such an important part in developing Florida, with the suggestion that they "follow through" by sending their own literature or letters to any or all of the persons listed.

To help indicate the interest of the writers, each page is keyed with letters such as V for vacations, I for industry, A for agriculture, H for homes, E for employment, or R for retire-

ment. These key letters are determined from the magazine in which the advertisement appeared that was answered. Thus if the coupon clipped came from FARM JOURNAL an agricultural interest is assumed. FORTUNE coupons would indicate an industrial interest, and homes would probably be the subjects interesting readers of BETTER HOMES & GARDENS.

Thus the chamber of commerce, transportation company, resort, or utility company can pick its most likely "customers" and add to the Commission's appeal by sending its literature. Those who write us like the plan for its gives them detailed and current information from all parts of Florida and the accumulated data shows how much the state is interested in good citizens, investors, industrialists, agriculturists and home-builders.

In the 200 or more letters received daily during the height of the season, are many from manufacturing and business concerns. These lead to another service rendered by the Commission in line with its follow through policy.

If a manufacturer, for instance, writes us that he is interested in es-

tablishing a branch plant or opening a new factory in Florida, we check his concern with a national credit reporting firm, and if it is bona fide, immediately issue a bulletin to our complete Florida mailing list. Here is a sample:

TO ALL FLORIDA COMMUNITIES:

Mr. Blank of Blank & Sons, 000 Jones St., Philadelphia, is interested in moving his garment factory to Florida.

A building with 15,000 to 20,000 square feet will be required. Approximately 100 machines will be operated in manufacturing work clothes.

Mr. Blank has requested information on available plants, labor supply and other inducements. If your community has facilities for this type of industry, we suggest that you communicate directly with Mr. Blank.

It is obvious that Mr. Blank will get, not only all the available material the Commission has to offer, but many letters from communities interested in building up their industrial life.

Periodically, we send out our Small Business Bulletin, devoted to inquir-

Minneola Growers Packing Company MINNEOLA, FLORIDA

Packers and Shippers of
YELLOW ROSE LAKE LURE
TRADING POST
SELECTED CITRUS
CAREFULLY GRADED

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NOLING & TUCKETT, Inc.
MINNEOLA, FLORIDA
Experts In
DEVELOPMENT AND CULTIVATION
OF CITRUS GROVES

"Ask Any Owner Whose Grove We Service"

Phone 4618

P. O. Drawer 872

Templin's

BUILDING MATERIALS

940 East Main Street

LAKELAND, FLORIDA

DI GIORGIO FRUIT CORPORATION

☆

Formerly
INTERNATIONAL FRUIT
CORPORATION

☆

Winter Haven, Florida

ies received upon the establishment of stores, shops, and smaller businesses. These list all available data given by the writer and usually contain about six to ten potential businesses for cities in Florida enterprising enough to encourage them to establish here. They include such items as a bottling plant, machine and welding shop, upholstering shop, pet and gift shop, garage, tourist courts, electric repair service, furniture store, ceramic store and others.

New Aid To Industry

The newest "follow through" plan adopted by the Commission is the industrial inventory.

With the aid of the power companies and chambers of commerce of Florida, an inventory of every city of 1,000 or more population is under way and will be completed shortly. Mr. John Parramore, who heads our Research Division and prepares the bulletins and lists just described, has received high praise for his work in preparing these inventories. They give a surprisingly complete picture of the facilities offered by Florida communities for industrial development, outlining not only the power, rail, tax structure, building, labor, government, economy, climate, geography, population, markets, such other conditions, but going deeper into detail.

The manufacturer who receives them learns about recreational facilities, fire and police protection, streets and highways, banking facilities, hotels, restaurants, newspapers, laundries and dry cleaners, schools, churches, and civic organizations.

A two-ways service is again provided, for copies are supplied the communities for their use, power and transportation companies use them, and the Commission has them available in its constant job of interesting new industry and capital in coming to Florida.

Plans are under way now to utilize these inventories in making a direct appeal to a selected list of industrialists and manufacturers who are expected to find in them a stimulus to investigate Florida sites.

Advertising a state isn't as simple as just placing some ads in magazines and newspapers, and then sitting back and waiting for things to happen. It's a business of selling and applying sound merchandising principles. For instance, every two or three

months personal letters go to all potential investors in Florida asking if we can be of more service, and inquiring if enough information has been obtained. Not always do we obtain such quick results as came from a recent advertisement in a national magazine that appeared on the stands on Saturday and brought a long distance call to our offices on Monday. The call eventually resulted in a new factory for a northern Florida city, a plant that is growing and expanding. Usually, "follow through" is required, and with the cooperation of diligent communities in the state, we are making that a strong part of our program of advertising and publicizing Florida.

SALE OF MAINTENANCE TAGS INCREASING

The number of maintenance licenses, and revenues therefrom, has steadily increased since the war.

In 1945 the Motor Vehicle License Department issued 1283 maintenance tags for fees totaling \$52,354.20. Sales in 1946 increased to 2449 tags and \$112,795.81.

Maintenance tags are required on trucks with a gross weight exceeding 18,000 pounds (upto the legal limit of 24,000 lbs.) and tractor-trailer combinations with a gross weight exceeding 34,000 pounds (up to the maximum permitted of 40,000 lbs.).

License fees for maintenance or "overload" tags are \$50 per year and \$25 a half year. All proceeds over expense of administration go to the Fund for Dependent Children, with the provision that if such proceeds should exceed \$500,000 a year the excess will be credited to the State Road License Fund.

Although sales continued to increase in 1947, with a total of 3081 issued for the first 6 months compared to 2028 for a like period in 1946, there is no reasonable prospect of receipts increasing to the point where the State Road Department will benefit.

The maintenance tag law was passed in 1941, and resulted in sales of 1666 tags in 1942. The all time low in sales was reached in 1944 when only 284 tags were issued.

ST. JOHNS BOX COMPANY

MANUFACTURERS OF WIREBOUND PACKAGES

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FLORIDA

Sidney M. Swope, Manager

Telephone 2-0744

ORLANDO TRANSIT COMPANY

Orange Avenue and Weber Avenue

ORLANDO

FLORIDA

THE BAY LINE

ATLANTA & ST. ANDREWS BAY RY. CO.
ST. ANDREWS BAY TRANSPORTATION CO.

Freight and Passenger

Rail and Highway Service

M. O. HUCK & COMPANY, INC.

ENGINEERING - STRUCTURAL & SPECIFICATION PAINTS
Spray Painting - Heavy Duty Steam Cleaning Equipment
JACKSONVILLE - FLORIDA

HIGHWAY ACCIDENT REPORT

By

H. N. KIRKMAN, *Director*
Department of Public Safety

The accompanying reports relating to highway safety operations and highway accidents should be of interest and grave concern to every Florida citizen.

The Highway Patrol by itself, or even with the full support of allied peace officers, cannot make our state highways safe. An aroused public consciousness of the seriousness of the situation can contribute more toward highway safety than can the efforts of the enforcement officers.

An emotional or sentimental public attitude will do little toward reducing accidents. But an intelligent awareness of the sources of danger can be of great benefit. A review of the summary of accident reports will reveal the improper practices which lead most frequently to disaster. It should also serve to bring to the reader's consciousness that, but for the grace of God, he might have helped to make up the statistics of arrests, injuries, or even fatalities.

I urge that you read, consider, and then do your part toward making this record better.

Report of Motor Vehicle Traffic Deaths

By

DEPARTMENT OF PUBLIC SAFETY
ACCIDENT RECORDS BUREAU

	1947		1946	
	Urban	Rural	Total	Total
January	18	42	60	85
February	22	47	69	66
March	22	52	74	81
April	18	46	64	42
May	13	55	68	62
June	15	38	53	35
July	14	47	61	63
August	18	30	48	43
Totals	140	357	497	477
Death Rate (Per 100 Million Vehicle Miles)	9.2		11.9	

FLORIDA HIGHWAY PATROL

H. N. Kirkman, *Director*

Patrolmen and Examiners' Activities—Statewide, August, 1947

PATROLMEN

Time Record	
Patrol Hours	35,161
Station Hours	11,929
Days Absent, Sick Leave	31
Days Off Duty	887
Patrols	
Regular Patrols	3,310
Special Patrols	350
Special Details	262
Mileage Record	
Miles Patrolled	441,946
Accident Investigations	
Number Accidents	472

Number Killed	22	Improper Lights or No Lights	24	3,272
Number Injured	413	Other Defective Equipment	14	287
First Aid Rendered	101	Over Weight Trucks	36	0
Other Duties		No Driver's License	217	10
Misc. Ass't. Rendered	2,689	Improper Driver's License	17	14
Number Safety Talks	14	Improper or No Auto Tag	5	54
Number Minutes	690	Improper Pedestrian Action	10	0
Number Attendance	836	Miscellaneous Arrests	51	
Number Movies Shown	0			

VIOLATIONS

	No. Arrests	Written Warnings
Driving While Intoxicated	184	
Hit and Run	4	
Leaving Scene of Accident	8	
Manslaughter	2	
Driving While License is Revoked	11	
Reckless Driving By:		
Speeding	299	332
Wrong Side of Road		
Not in Passing	51	40
Violation of Right of Way	24	6
Improper Passing (Hill, Curve, etc.)	27	57
Improper Turning	1	3
Following too Closely	4	7
Ran Stop Sign or Signal	17	112
Passed Stopped School Bus	0	0
Other Driving Violations	17	114
Failed to Signal or Improper Signal	0	2
Parking on Highway	23	80

Totals	1,046	4,390
Number Convicted This Month		811
Number Discharged		105
EXAMINERS		
Duty Hours		3,773
Number Passed Without Restrictions		5,403
Restrictions:		
Glasses		611
Artificial Limbs, etc.		0
Special Car Equipment		8
Daylight Hours		55
Place		3
Type Vehicle		56
Learner		1,025
Total Number Restricted		1,758
Failed:		
Physical		3
Mental		4
Sight		235
Signs		611
Road Rules		2,282
Driving		529
Total Number Failed		3,664

HELLER BROS. PACKING CO.

FLORIDA CITRUS FRUIT

Featuring: JUICY GEM Brand

WINTER GARDEN

FLORIDA

REPAIRING RENTALS REBUILDING ELECTRIC WELDING
ACETYLENE WELDING MACHINE WORK

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Fort Pierce, Florida

BRANDS: BUGLE AND SUN GEM

GREAT SOUTHERN CITRUS ASSOCIATION

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REDWING CARRIERS, INC.

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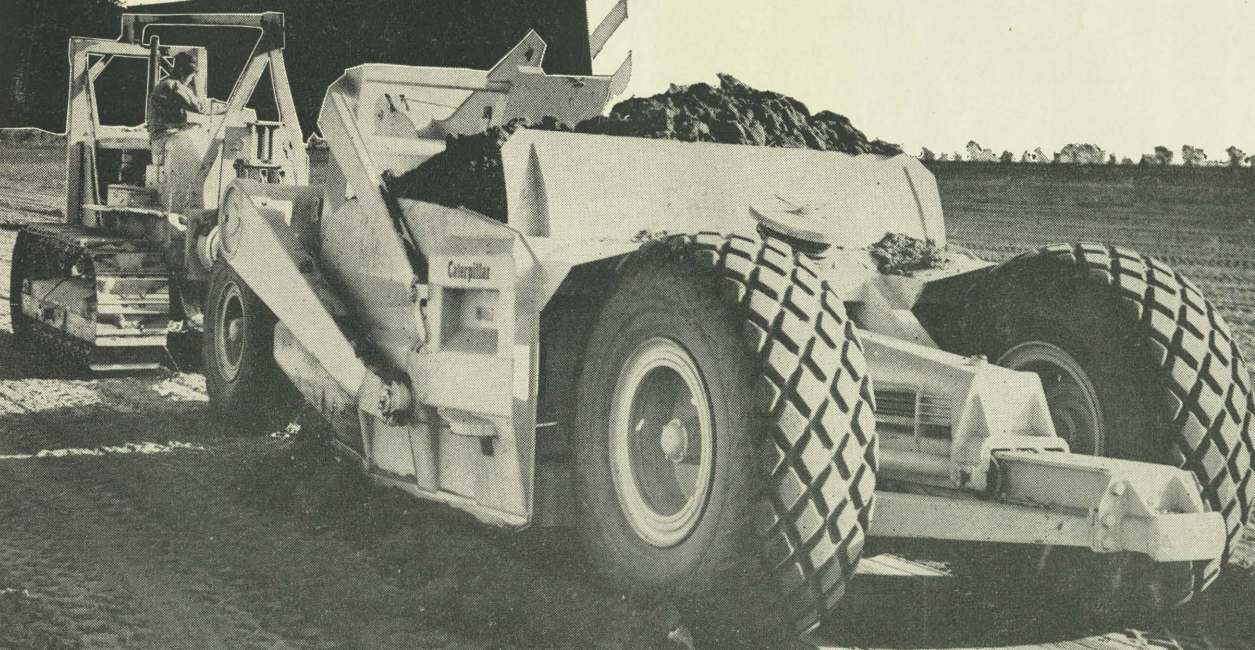
REDWING PETROLEUM CARRIERS Ltd.

P. O. Box 426

Phone Y-1577

Tampa, Florida

How Bigger Tires on "Caterpillar" Scrapers MAKE YOUR PROFITS BIGGER



YOUR "CATERPILLAR" HEADQUARTERS

ON job after job, large, low-pressure tires on "Caterpillar" Scrapers have proved many advantages. Contractors are moving bigger yardages — at lower costs — at less tire maintenance — because of ample sized tires offered as standard equipment on their "Caterpillar" Scrapers. Check further into these profit-making advantages with your "Caterpillar" Dealer — place your order early for the "Caterpillar" Scraper which is engineered to move yardage at lowest net costs.

1 LOAD PULLS EASIER . . . It takes less horsepower to pull a "Caterpillar" Scraper because big scraper tires roll easier. Lower rolling resistance permits the tractor to work in a faster gear — get extra pay yards per hour. Extra yards mean bigger profits!

2 TIRES LAST LONGER . . . Big, low pressure tires absorb shock over a larger area and thus lessen strain and prolong tire life. Larger tires have greater wearing surface — make fewer revolutions per mile — wear better under all soil conditions!

3 STAY ON TOP. . . . Big scraper tires have more ground contact area. Weight of the loaded scraper is spread over a larger area to provide better flotation in soft going. Better flotation coupled with larger diameter tires means faster hauling for bigger production.

4 TRACTION IS BETTER . . . Non-Skid tread design and extra ground contact give "Caterpillar" Scraper tires better traction. Improved scraper design with low center of gravity, proper weight distribution and longer wheel base give added stability — providing better traction.

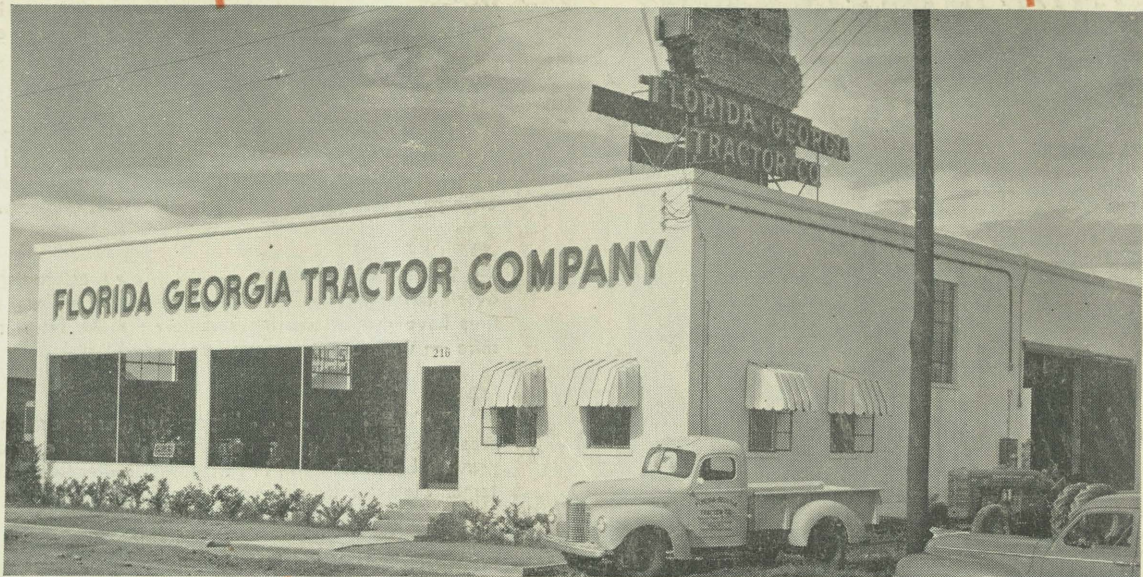
IN THE SOUTH

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GIBBS CORPORATION
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CLEWISTON MOTOR CO.
Clewiston

SHELLEY TRACTOR & EQUIPMENT CO. BURFORD-TOOTHAKER TRACTOR CO.
Miami and Tampa Montgomery, Ala.

Announcing



The Opening of Our New Office
and Warehouse

216 South 12th Street
TAMPA, FLA.



H. F. MASON
General Manager

CONSTRUCTION and INDUSTRIAL EQUIPMENT



W. M. BAKER
Manager



MORRIS McCLELLAND
Office Manager

Your leading Florida Equipment Distributor is happy to announce the opening of another office, in order to provide convenient and efficient Sales, Parts and Service facilities for the users of Construction and Industrial equipment.

Our Service is near you. Write or phone us today for complete information on your equipment requirements.

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